DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: **April 23, 2026**
Time: After 8:30 A.M.
Place: Van Nuys City Hall
Council Chambers, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Case No.:	CPC-2025-3449-CU3-SPPC-DRB-MSP
CEQA No.:	ENV-2025-3450-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	5 - Yaroslavsky
Plan Area:	Bel Air - Beverly Crest
Specific Plan:	Mulholland Scenic Parkway Specific Plan
Certified NC:	Bel Air - Beverly Crest
GPLU:	Very Low II and Minimum Residential
Zone:	RE15-1-H-HCR & RE40-1-H-HCR

Public Hearing: April 23, 2026
Appeal Status: Conditional Uses, Specific Plan Compliance and Design Review are appealable to the City Council by any party.

Expiration Date: April 23, 2026
Multiple Approval: Yes

Applicant:	Tarryn Breskal, CFO/COO Milken Community School
Representative:	Mark Armbruster Armbruster Goldsmith & Delvac LLP

PROJECT LOCATION: 2845, 2791, 2785 North Casiano Road

PROPOSED PROJECT: The proposed project is for the reuse of an existing university campus facility (American Jewish University) for the operation of a Private High School (Milken Community School) with a maximum student enrollment of 900 students grades 9 through 12. No new construction, exterior renovations, or additional square footage is proposed. Proposed interior-only renovations propose the reconfiguration of existing square footage, an increase in the classroom count from 25 classrooms to a total of 40 classrooms. Proposed hours of operation are weekdays Monday to Friday from 7:30 a.m. to 3:30 p.m. for regular school hours and from 3:30 until 6:30 p.m. for after-school extracurricular activities, including sports. A limited number of faculty and students will have access to the campus on Saturdays and Sundays for extracurricular activities during both the regular school year and summer school and summer day camp sessions. Summer school and summer day camp hours of operation are 8:30 a.m. to 3:30 p.m. Monday through Friday. There will be a maximum of six special events per school year which will last until 10:00 p.m. in the evening.

The site is in the Inner and Outer Corridors of the Mulholland Scenic Parkway Specific Plan, and is upslope and Visible from the Mulholland Drive right-of-way. The project does not propose any tree removals or grading.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines, Section 15301, an Exemption from CEQA for the operation and maintenance of existing structures (Class 1), Section 15303, an Exemption from CEQA for the conversion of small structures (Class 3), Section 15314, an Exemption from CEQA for an increase in student capacity (Class 14), and Section 15332, an Exemption from CEQA for projects characterized as in-fill development (Class 32) and there is no substantial evidence demonstrating that an exemption to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24.U.24 of Chapter 1 and Section 13B.2.3 of Chapter 1A, a Class 3 Conditional Use for the use and maintenance of an existing school campus for a proposed private high school (Grades 9-12) with a total of 40 classrooms and a maximum enrollment of 900 students in the RE15-1-H-HCR and RE40-1-H-HCR Zones;

3. Pursuant to LAMC Sections 11.5.7 and 16.50 of Chapter 1 and 13B.4.3. of Chapter 1A, a Project Compliance and Design Review in the Mulholland Specific Plan for the use and maintenance of an existing school campus for the operation of a private high school (Grades 9-12) with a total of 40 classrooms and a maximum enrollment of 900 students.

RECOMMENDED ACTIONS:

1. **DETERMINE** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15301 (Class 1 for existing structures), Section 15303 (Class 3 for conversion of small structures), Section 15314 (Class 14 for increase in student capacity), and Section 15332 (Class 32 for in-fill development), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

2. **APPROVE** a Conditional Use to permit the operation of a private high school (Grades 9 through 12) in the RE Zone with a total of 40 classrooms and a maximum enrollment of 900 students;

3. **APPROVE** a Project Compliance and Design Review with the Mulholland Scenic Parkway Specific Plan for the use and maintenance of an existing school facility for a private high school (Grades 9-12) with a total of 40 classrooms and maximum enrollment of 900 students.

4. **ADOPT** the attached Findings for the requested approvals.

VINCENT P. BERTONI, AICP
Director of Planning

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Principal City Planner

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 1,10012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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- Exhibit A – Plans
- Exhibit B – Renderings
- Exhibit C – Environmental Clearance (Categorical Exemption; ENV-2025-3450-CE)
  - Notice of Exemption
  - Categorical Exemption Justification
  - Tree Disclosure Statement
  - Owner’s Declaration of Biological Resources
  - Biological Analysis
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  - Air Quality Technical Report
  - Hydrology and Water Resources Technical Report
  - Utility Infrastructure Report
  - Fire Protection Report
- Exhibit D – Department Letters
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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is to use an existing 21-acre university campus facility previously owned by the American Jewish University (AJU) for the operation of a private high school (Milken Community School) with a maximum student enrollment of 900 students (grades 9 through 12). No new construction, additional square footage, grading, or exterior renovation work is proposed. Proposed interior renovations to reconfigure existing square footage, increase the classroom count from 25 classrooms to a total of 40 classrooms. Proposed hours of operation are weekdays, Monday to Friday, from 7:30 a.m. to 3:30 p.m. for regular school hours and until 6:30 p.m. for after-school extracurricular activities, including sports. There will be a maximum of six (6) special events taking place on the site throughout the school year, which will last until 10:00 p.m. Summer school and summer day camp hours of operation are weekdays, Monday to Friday, from 8:30 a.m. to 3:30 p.m. There are no proposed weekend hours, but a limited number of faculty and students will have access to the campus for extracurricular activities for both the regular school year and summer school and summer day camp. The existing 396 automobile parking spaces will remain the same. The project includes use and maintenance of the existing athletic fields, campus security fencing, gates, and security kiosk. A maximum of 100 teachers and 80 administrative staff members are anticipated on-site.

Milken Community School currently operates grades 6 through 12 on its existing campus, located at 15900 A-D W. Mulholland Drive, to the west of Interstate 405 (I-405). The proposal is to relocate the high school program to the subject site. The existing campus, “Milken Community School West Campus,” and proposed campus, “Milken Community School East Campus,” are shown in **Figure 1**.



Figure 1. The existing Milken Community School West Campus, is located to the west of Interstate 405 (I-405) and currently serves grades 6 through 12. The proposed high school campus, the “Milken Community School East Campus,” formerly known as the American Jewish University Familian Campus, is located to the east of the I-405 Freeway and is shown in orange. Source: Applicant’s Materials.



Figure 2. View of the site looking east. Source: applicant materials.

In order to achieve the proposed project, the applicant requests a Conditional Use Permit for operation of a private high school with a maximum enrollment of 900 students and 40 classrooms on a site zoned for single family uses (RE15-1-H-HCR and RE40-1-H-HCR Zones).

The 21.7-acre site is developed with six existing buildings (see **Figure 2**). The project proposes reusing the existing three story, 125,000 square foot Academic and Administrative Building[1] and the existing two story, 13,600 square foot Student Union Building.[2] There are four existing student residence dormitory buildings on site, totaling approximately 54,600 square-feet, which will remain vacant and are not a part of the Milken Community School proposal. The project also proposes to reuse the existing athletic fields, ornamental landscaping, campus security fencing, gates, and security kiosk (approximately 123 square feet). The site plan is shown in **Figure 3**.

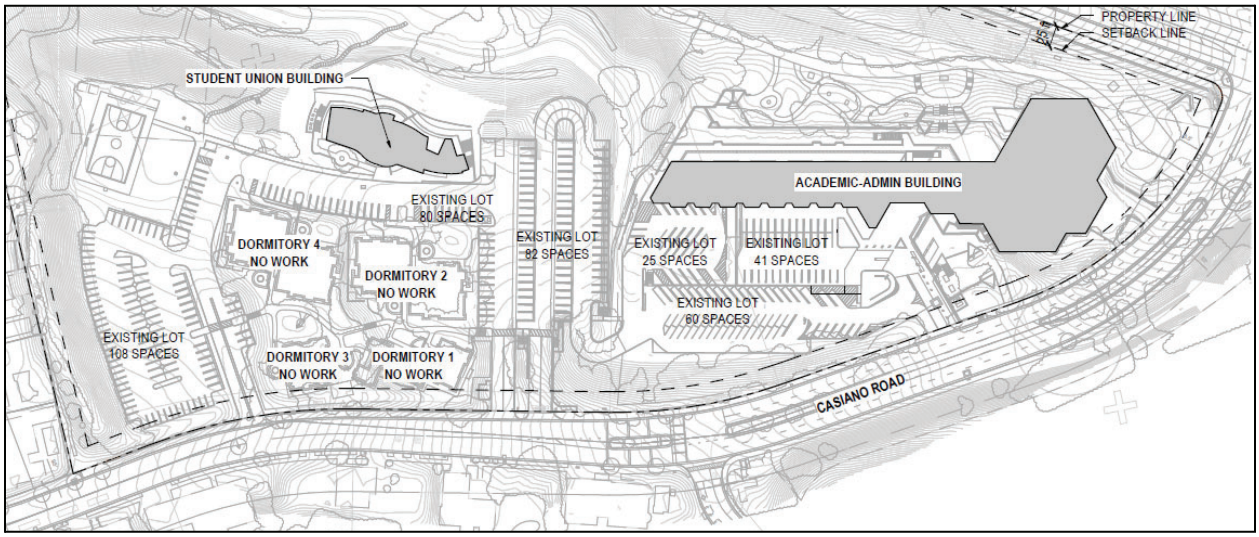


Figure 3: Site Plan.

[1] The existing Academic and Administrative Building, which has 125,000 square feet of floor area and is 62 feet tall, was originally approved in 1975 per Case No. ZA-18445.

[2] The existing Student Union Building, which has 13,600 square feet of floor area and is 33 feet tall, was originally approved in 2002 per Case No. DIR-2002-2717-SPPM-SPPA.

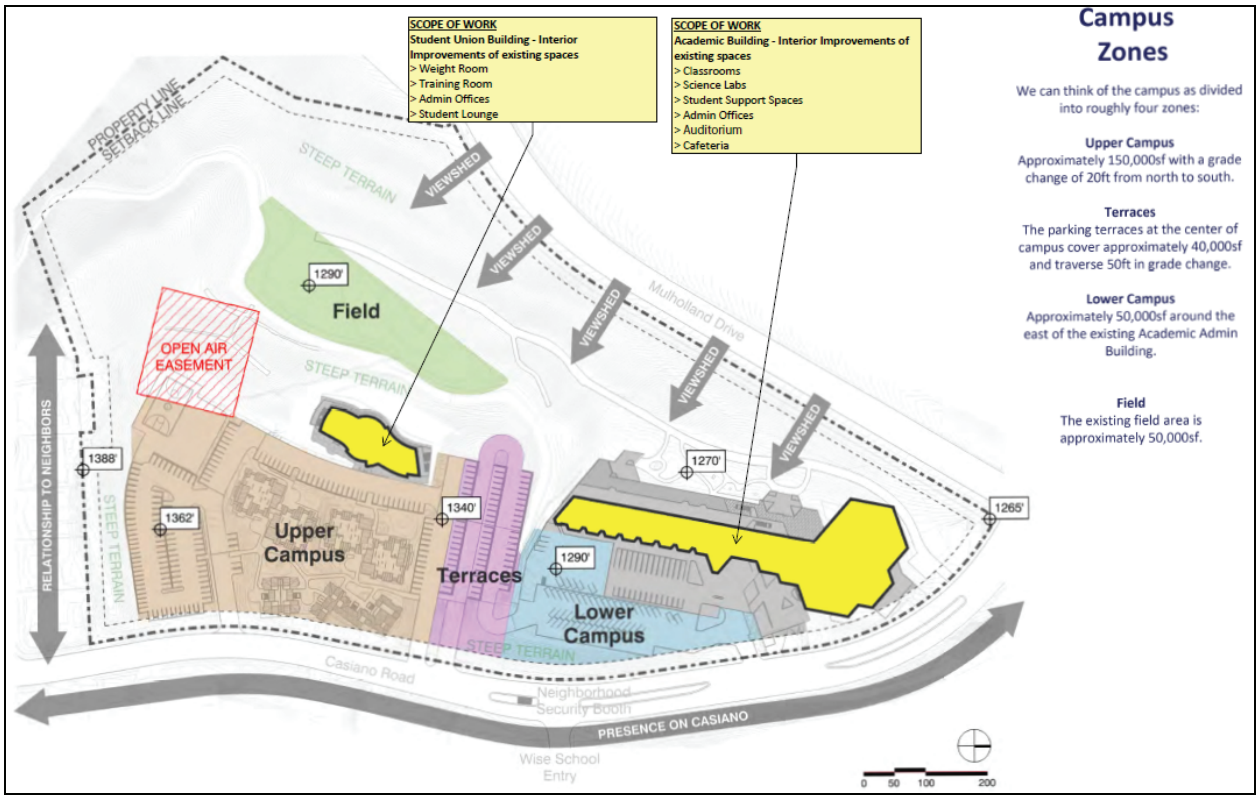


Figure 4. Annotated Site Plan and proposed use of each existing building.

The project site includes existing fences and gates. The existing 8-foot wrought-iron perimeter fence[3] will be maintained, unchanged.

The proposed high school includes grades 9 through 12 with a maximum enrollment of 900 students. Each grade will have a maximum of 225 students**.** The school proposes a maximum of 40 classrooms, 100 teachers, and 80 Administrative staff members. As shown in **Figure 4,** the existing Academic and Administrative Building will be used for daily school use and activities including classrooms, administrative offices, library, auditorium, kitchen and cafeteria, and religious use areas. The existing Student Union building will be used for daily gym and athletic uses and more administrative offices. The four existing dormitories will remain vacant and are not a part of the proposed project.

As shown in **Table 1**, the proposed hours of operation are from 7:30 a.m. to 3:30 p.m. on weekdays for regular school hours and until 6:30 p.m. for after-school extracurricular activities, including sports. When special events occur, they will conclude by 10:00 pm. The school proposes to continue to hold summer school and summer day camp from mid-June to mid-August on the existing West Campus and on the proposed East Campus, the project site, between the hours of 8:30 a.m. and 3:30 p.m. The after-school extracurricular activities, including sports, during the summer will take place until 6:30 p.m. and a maximum of six special events per year until 10:00 p.m., as discussed in more detail below, when they occur. School bells are proposed during the regular school day hours only (7:30 a.m. to 3:30 p.m.) in the vicinity of the Academic and Administrative Building.

There are six anticipated large-scale special events that would take place at both the existing Milken Community School West Campus and proposed East Campus (project site). Special

[3] The existing 8-foot wrought-iron perimeter fence was approved by the Director of Planning in 2018 under Case No. DIR-2018-0485-DRB-SPP-MSP.

events include Back to School night in September with an attendance of approximately 350 people, Open House in November with approximately 450 people, Challah Bake in November with approximately 500 people, Athletics Hall of Fame in February with approximately 300 people, State of the School in February with approximately 350 people, and Mega Showcase Day in April with approximately 400 people. Special events are shown in **Table 2**.

Table 1. Proposed Hours of Operation

	Monday-Friday	**Saturday-Sunday**
Regular School Hours	7:30 am - 3:30 pm	none
After-School Extracurricular Activities	3:30 pm - 6:30 pm	none
Special Events (6 per year)	Until 10:00 pm	Yes
Summer School/Day Camp	8:30 am - 3:30 pm	none

Table 2. Special Events and Attendance

Special Event	**Month of Event**	**Approximate Attendance**
Back to School Night	September	350 people
Open House	November	450 people
Challah Bake	November	500 people
Athletics Hall of Fame	February	300 people
State of the School	February	350 people
Mega Showcase Day	April	400 people

Entitlement Request

In order to achieve the proposed project, the applicant is requesting a **Conditional Use (Class 3)** under LAMC Section 12.24 U.24 of Chapter 1 and Section 13B.2.3 of Chapter 1A to permit the operation of a private high school with maximum enrollment of 900 students in the RE zone.

The applicant is also requesting a **Project Compliance and Design Review,** pursuant to LAMC Sections 11.5.7 and 16.50 of Chapter 1 and 13B.4.3 of Chapter 1A, respectively, for compliance review with the Mulholland Scenic Parkway Specific Plan (Ordinance No. 167,943). The project does not meet the definition of a Project per Section 4 of the Mulholland Scenic Parkway Specific Plan, as it meets all the qualifications to be exempt, and therefore the Design Review Board took no action on this application.

The applicant has not stated at this time if they will continue any high school educational services at the existing West Campus. The proposed project is related only to the Milken East campus. Changes to the Milken West Campus are not proposed as part of this request; the Milken West Campus Conditional Use approvals are still valid and are not affected by the proposed Milken East Campus project.

Athletic Facilities

The Milken Community School currently uses athletic facilities located on the East Campus as well as off-site facilities. The project proposes no changes to the current athletic programming. The school will continue using off-site facilities including the Birmingham School for track and

football, Pierce College for cross-country, Balboa Park for soccer, Milka Tennis Academy for tennis, Encino Little League for baseball, and the Stephen S. Wise Temple and UCLA for water polo and swimming. The school will continue offering some athletic activities on the project site: beach volleyball, Middle School football and soccer, weightlifting and basketball. The existing athletic facilities on the project site have no permanent or portable seats and would remain unchanged. The existing outdoor athletic areas also do not have a sound system and would remain unchanged. There is no existing exterior lighting in the athletic fields and this will remain unchanged.

Parking, Access, and Site Circulation

The previous AJU campus was required to have 347 parking spaces, however, the proposed project is only utilizing 138,600 square feet of building area which requires 277 parking spaces. The existing campus contains 396 automobile parking spaces and the applicant proposes to maintain all 396 parking spaces, therefore exceeding what is required. As shown on **Figure 4,** the project proposes to reserve 200 parking spaces on the existing upper campus parking lots for junior-level and senior-level students. There will be 150 spaces reserved for faculty and staff in the existing parking lots on the lower campus. The remaining 46 parking spaces in the existing parking lot on the lower campus will be reserved for visitors and the drop-off area. The existing outdoor lighting in these parking areas will be retained without alteration.

Currently, approximately 24% of the high school students commute to the existing Milken Community School (West Campus), this is 126 high school students out of 527 total high school students. The school currently has contracts for seven school buses with an outside provider, utilizing seven existing bus routes connecting the existing Milken East Campus to locations on the Westside and in the San Fernando Valley. The existing seven bus routes would remain the same and would drop-off and pick up at both Milken campuses. Additionally, the school owns two 10-seater shuttles to provide shuttle service between the Milken East Campus (the project site) and the existing Milken West Campus.

The project includes an on-site student drop-off and pick-up zone in the parking area. Vehicles enter a driveway from Casiano Road. According to the Transportation Analysis, prepared by Sarah M. Drobis, P.E., Emily Wong, P.E., and Rebecca Avanesian dated October 30, 2025, this area has two lanes of approximately 300 feet, allowing for a queuing capacity of approximately 26 total vehicles, including 16 loading spaces and 10 queueing spaces (see **Figure 5**).

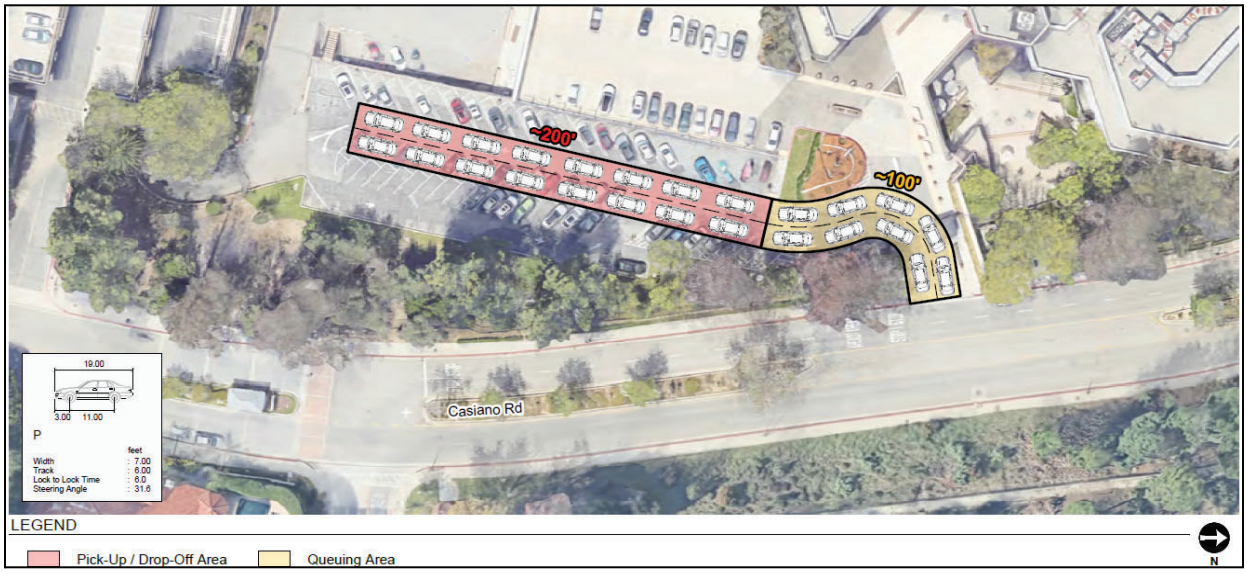


Figure 5. Drop-off and Pick-up area and queuing area.

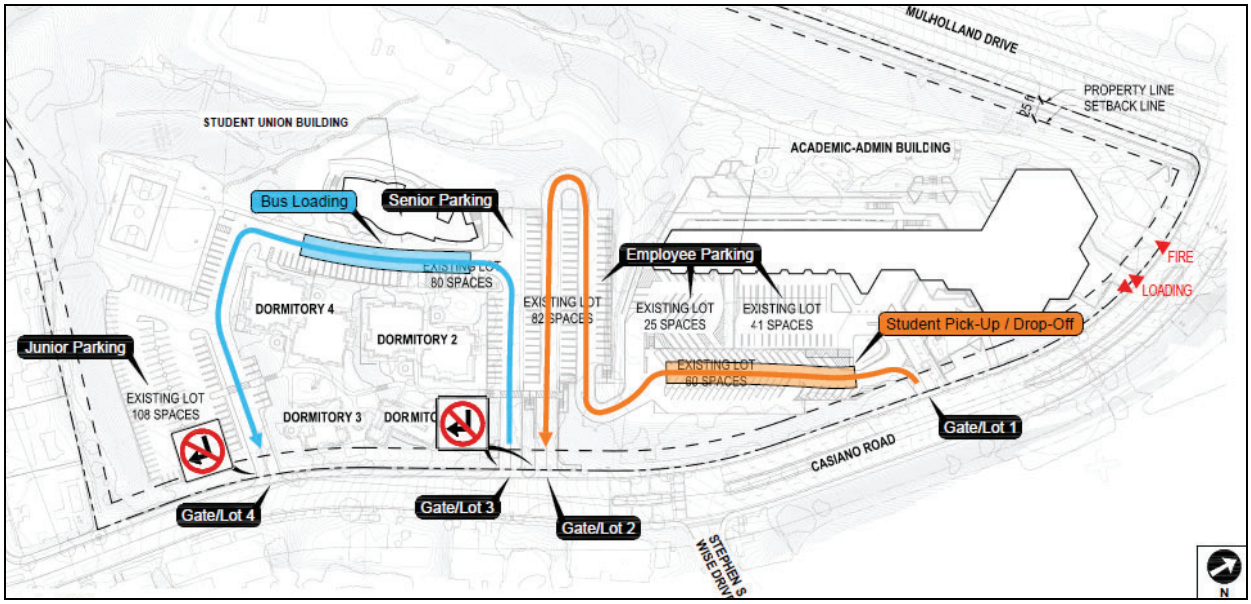


Figure 6. Site Circulation: Pedestrian, Bus, and Drop-off/ Pick-up. Source: Gibson Transportation Consulting, Inc. Attachment "A" of the Department of Transportation Letter

Figure 6 shows a vehicular circulation diagram. Gate 1, the gate closest to Mulholland Drive, will be used for ingress-only to access the student drop-off and pick-up area. Gate 3 will be used for school-operated bus and shuttle ingress to access the bus drop-off and pick-up location for students. Gate 4 will be used for bus and shuttle egress. Gates 2, 3, and 4 will provide both ingress and egress access to their respective parking lots. Gates that provide egress access will have a No Right-Turn restriction sign to limit outbound vehicles to left-turn movements and minimize traffic entering the adjacent residential neighborhood.

Milken Community School has access to up to 12 buses for use in case of an emergency evacuation. In an emergency, students, faculty and staff can exit the site onto Mulholland Drive through a gate allowing students to load buses on Mulholland Drive. The school's emergency evacuation plan is shown in **Figure 7.**

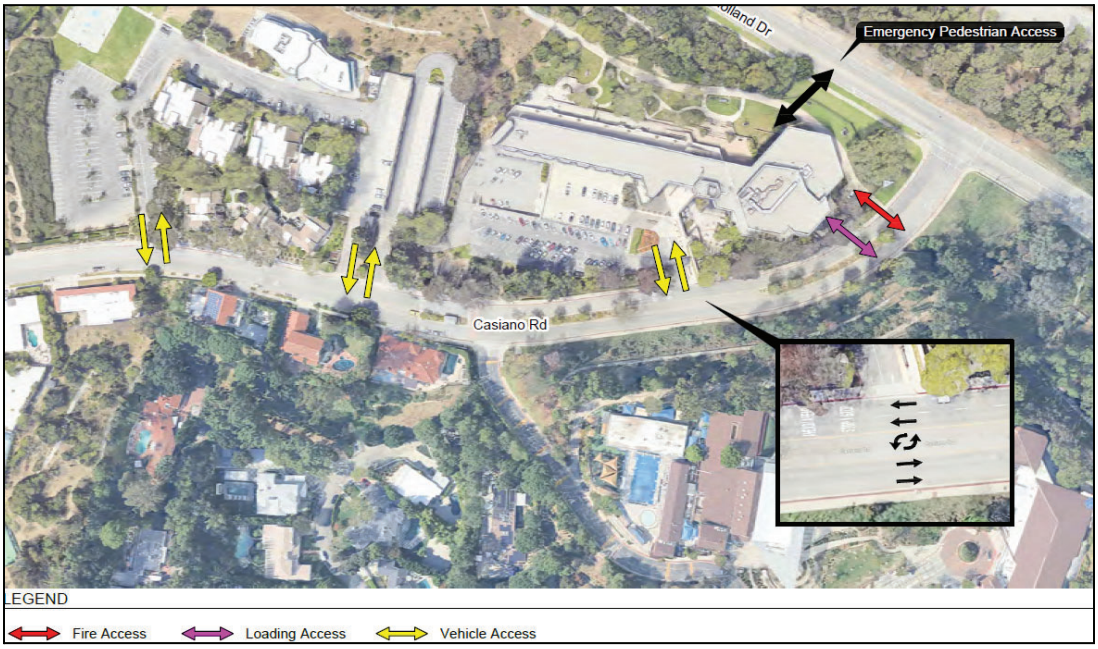


Figure 7. Emergency evacuation plan.

PROJECT BACKGROUND

Project Site

The project site consists of one 21.7-acre lot (945,761 square feet of lot area). The hillside site is an irregular-shaped parcel on the south side of Mulholland Drive approximately 0.08 miles east of the San Diego freeway. The property features irregular topography and has a general downslope from east to west. As shown on **Figure 8,** the Mulholland Map identifies a prominent ridgeline located on the southwest corner of the subject site. A majority of the western portion of the site is characterized by natural sloping topography and remains vacant with no structures.

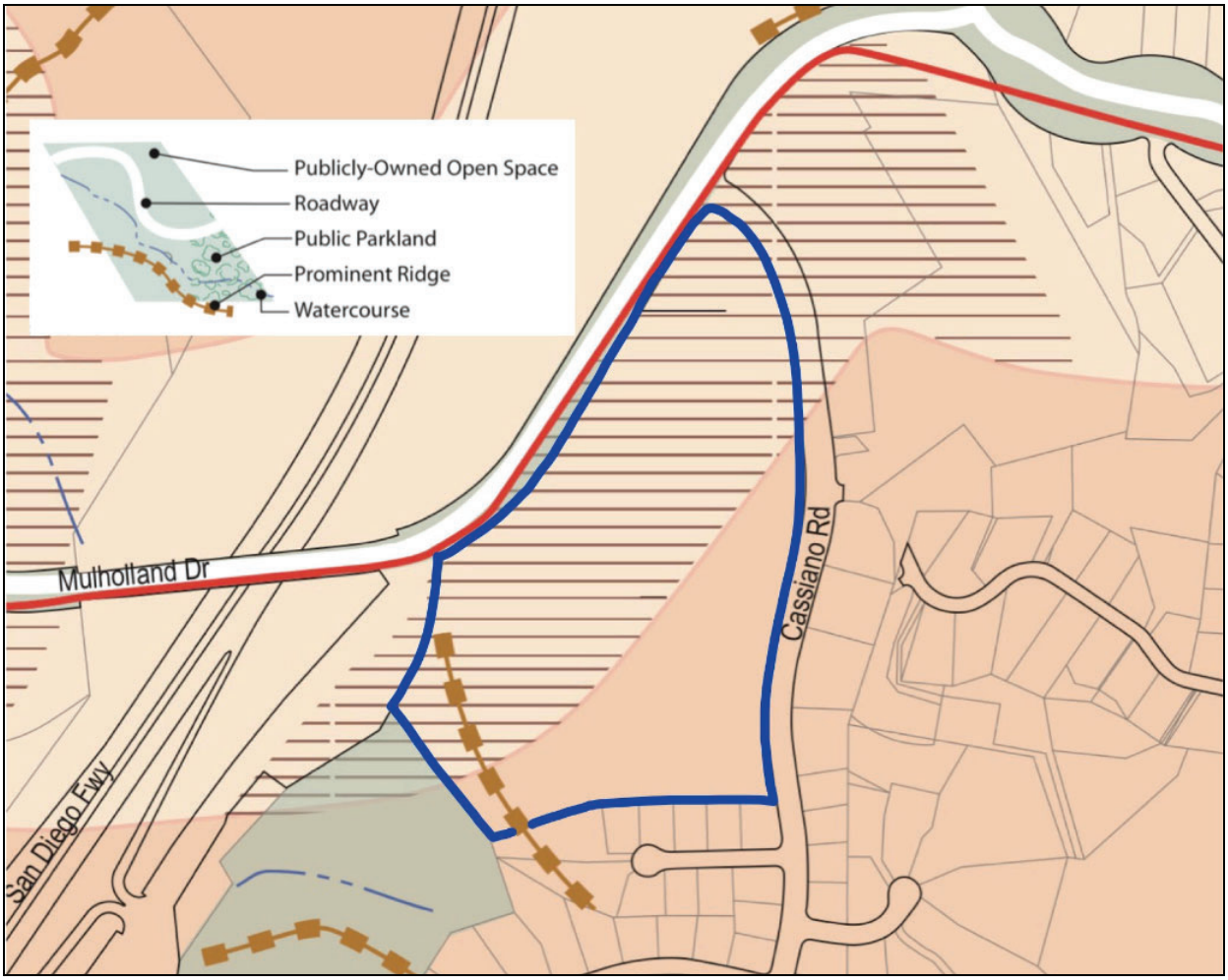


Figure 8. A Prominent Ridge (shown as a brown line with squares) is located on the southwest corner of the subject site (the site is outlined in bold blue). Source: Mulholland Scenic Parkway Specific Plan.

The site has a frontage of approximately 1,556 linear feet along Casiano Road to the east, 1,094 linear feet along Mulholland Drive to the northwest, and 396 linear feet along Skirball Center Drive to the west. An aerial view of the site is seen in **Figure 9**.

The site was developed beginning in the late 1960s and operated by the American Jewish University as an educational institution since its original development, over 50 years ago. The campus includes 6 buildings (totaling approximately 193,323 square feet of floor area) with 25 classrooms, 240 beds for resident students, office/administrative space, a 474-seat auditorium, a synagogue, a library, and athletic facilities.



Figure 9. Aerial View of Site, outline in bold blue.

The American Jewish University was permitted a maximum enrollment of 1,400 students. The original Conditional Use Permit under ZA Case No. 18445 from December 19, 1966 approved a maximum enrollment of 500 university students and 400 high school students for supplemental religious education, totaling a maximum of 900 students. In 1967, under Case No. BZA-1703, the Board of Zoning Appeals denied an appeal on Case No. 18445 and also modified the enrollment numbers. Condition No. 6 was modified to add in adult night instruction with a maximum of 500 adult night students. The 500 adult night students were in addition to the previously approved university students and 400 high school students. As shown in **Table 3,** with these two approvals, the American Jewish University was authorized for a maximum enrollment of 1,400 students.

Table 3. Previously Approved Student Enrollment for AJU

Case Number	Maximum Enrollment Approved
ZA-18445 (1966)	500 University students 400 High School students
BZA-1703 (1967)	500 Adult Night School students
Total:	1,400 students

Milken Community School currently operates Middle and High School programs on its campus located to the west of the San Diego Freeway (Milken West Campus). In 2024, the Milken Community School bought the 21-acre campus from the American Jewish University with the intention to relocate their high school program to the newly purchased site. The new High School campus will be known as the Milken East Campus.

Zoning and Land Use Designation

The Bel Air-Beverly Crest Community Plan designates the site for Very Low II Residential uses with a corresponding zone of RE15, and Minimum Residential use with corresponding zones of A1, A2, and RE40. The subject property is presently zoned RE40-1-H-HCR and RE15-1-H-HCR, which corresponds to the present Land Use designations. The site is within the Equine Keeping in the City of Los Angeles (ZI-2438), Freeway Adjacent Advisory Notice for Sensitive Uses (ZI-2427), and the Hillside Construction Regulation District: Bel Air- Beverly Crest (ZI-2467). Furthermore, the project site is located within the Institutional Use Corridor of the Specific Plan. See **Figures 10** and **11** for Zoning and Land Use maps.

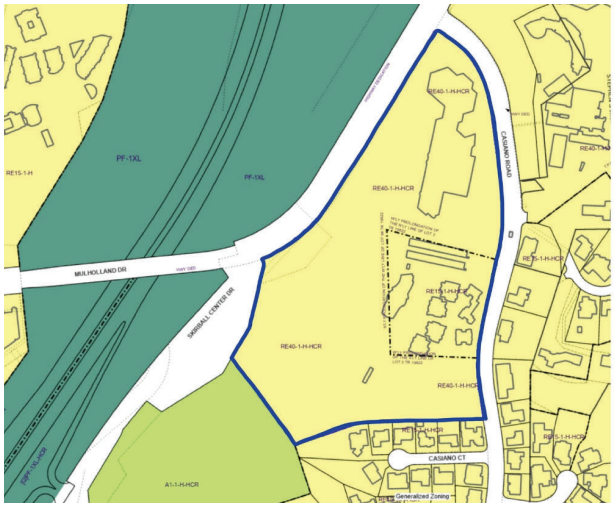


Figure 10 (Left). ZIMAS view of surrounding General **Zoning** Designations. Yellow signifies single family residential estate zoning, including zones RE15-1-H-HCR and RE40-1-H-HCR. Green signifies agriculture zoning, A1-1-H-HCR. Dark green signifies public facilities zoning, PF-1XL. The subject site is outlined by a bold blue line.



Figure 11 (Right). ZIMAS view of surrounding General Plan **Land Use** Designations. Light green signifies Minimum Residential, green signifies Open Space, dark green signifies Public Facilities, and yellow signifies Very Low II Residential. The subject site is outlined by a bold blue line.

Surrounding Land Uses

The subject site is surrounded by urban uses, including single-family residential dwelling units, an education institution, and the Interstate 405 (I-405). To the north and west, across Mulholland Drive and Skirball Center Drive, the abutting property is designated a Public Facilities- Freeway by the Community Plan and zoned PF-1XL and is improved with the I-405. To the south, abutting properties are designated Very Low II Residential land use and are zoned RE15-1-H-HCR and are improved with one-story and two-story single-family dwellings. To the east, across Casiano Road, properties are designated for Very Low II Residential and Minimum Residential land uses and are zoned RE40-1-H-HCR and RE15-1-H-HCR and are improved with one-story and two-story single-family dwellings and an education institution, the Stephen S. Wise School.

Other Nearby Schools in the Institutional Corridor

The Mulholland Scenic Parkway Specific Plan identifies an Institutional Use Corridor where school and church uses are permitted. As shown on **Figure 12,** this corridor is the area along Mulholland Drive approximately between Corda Drive to the west and Roscomare Road to the

east. Other institutional uses located within this corridor include the Stephen S. Wise School at 15500 N. Stephen S. Wise Drive directly to the east of the subject site, Curtis School at 15871 Mulholland Drive across the I-405, Berkeley Hall School at 16000 Mulholland Drive across the freeway, Westland School at 16200 and 16190 W. Mulholland Drive, and Mirman School at 16100 and 16180 W. Mulholland Drive. The existing Milken Community School middle school and high school are located at 15900 A-D W. Mulholland Drive, to the west of the I-405.

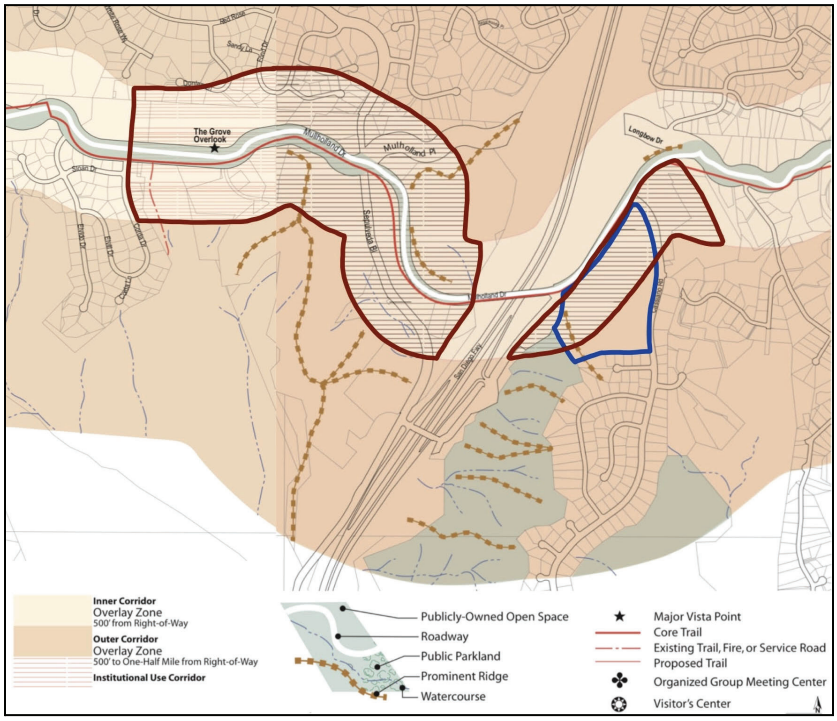


Figure 12. The Institutional Corridor area of the Specific Plan is outlined in bold red and the project site is outlined in bold blue. Source: Mulholland Specific Plan.

Streets and Public Transit

Mulholland Drive, adjoining the property to the north, is a designated Scenic Parkway dedicated to a width of 100 feet and improved with curb and gutter.

Casiano Road, adjoining the subject property to the east, is a designated Collector Street dedicated to a variable width of 59 to 74 feet and improved with curb, gutter, and sidewalk.

Skirball Center Drive, adjoining the subject property to the west, is a Local Street dedicated to a variable width and improved.

Casiano Court, located to the south of the subject property, is designated a Local Street - Standard with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. Casiano Court is partially improved with a curb, gutter, and sidewalk.

Related Cases On-Site:

Case No. ZA-18445: On December 19, **1966**, the Zoning Administrator approved a conditional use authorizing the construction and operation of a specialized university for religious and educational purposes but also including high school religious educational classes; with said site to be developed with college and high school buildings for classroom,

library, auditorium, field house, chapel and administrative offices, with playing field, recreational facilities and automobile parking areas, and with some students residence buildings. Enrollment was limited to a maximum of **500 university students** (200 of which may live on campus) and **400 high school students** for supplemental religious instruction only, and with no more than 200 high school students attending classes at one time. This decision was appealed (the appeal was filed under Case No. BZA-1703) and on February 24, **1967**, the Board of Zoning Appeals denied the appeal, affirming the action of the Zoning Administrator, but modifying several conditions. Condition 6 was modified to add adult night instruction to a maximum of **500 adult night students** every evening, except Friday, from 7:00 p.m. and 10:30 p.m,in addition to the previously approved 500 university students (200 of which may live on campus) and 400 high school students. Subsequent Plan Approvals were approved by the Zoning Administrator between 1967 and 1982 for development of the buildings on the site.

Tentative Tract No. 27748: On August 10, **1971**, the Advisory Agency conditionally approved the tentative tract. The final tract map was recorded on January 1, 1974.

Case No. ZA-22095: On November 9, **1976**, the Zoning Administrator approved a variance to permit the maintenance of two temporary subdivision directional signs on the subject site.

Case No. CPC-86-829-GPC: On February 4, **1992**, in conjunction with the General Plan/ Zoning Consistency Program for the Bel Air- Beverly Crest Community, the City Council adopted a change of zone from RE15 to RE40 over a portion of the subject site. Ordinance no. 167,564 became effective on March 15, 1992.

Case No. ZA-1993-0670-PAD: On July 12, **1993**, an application for a plan approval was filed with the Los Angeles Department of City Planning. The application was withdrawn on November 17, 1993 without a decision.

Case No. ZA-18445-PAD: On November 18, **1997** the Zoning Administrator Approved Plans to permit a library, an auditorium, a student union, a recreation building and additional parking spaces on a site previously granted conditional use status for a school for religious and educational purposes, including a high school and university, subject to 41 conditions. The environmental clearance associated with this approval evaluated a maximum enrollment of 1,400 students (Environmental Case No. MND-93-0066-CUZ-DRB-SPE). Subsequent actions were taken in relation to this case, as described below:

Case No. BZA-5502 (appeal of ZA-18445-PAD): On February 2, **1998**, the Board of Zoning Appeals denied the protestant appeal of Case No. ZA-18445-PAD, sustained the Zoning Administrator determination, granted the prior plan approval, modified prior conditions, and adopted the Zoning Administrator Findings of Case No. 18445-PAD.

Case No. ZA-18445-PAD-PA1: On November 10, **2008**, the Zoning Administrator approved plans for a proposed interim library facility and modified Condition No. 8 of prior Case No. BZA-5502 (February 2, 1998) to reduce the size of the approved permanent library building by 5,100 square feet.

Case No. ZA-18445-PAD-PA2: On October 26, **2009**, the Zoning Administrator approved plans for the construction of an over-in-height wall in the easterly side yard setback area with an identification sign and an additional on-campus wall sign.

Case No. ZA-18445-PAD-PA3: On March 22, **2012**, the Zoning Administrator approved the construction of a new 9,800 square foot library within the footprint of an existing parking deck, thereby reducing the previously approved 46,000 square-foot permanent

library to 36,200 square feet, the replacement of campus parking signs with new signage reducing the total number of signs from eight to four, place two new signs on the facade of the new library, and reduce the existing parking from 450 to 415 spaces.

Case No. ZA-1996-18445-PAD-PA4: On June 24, **2025**, the Zoning Administrator acted to approve the continued operation of a private school with the reduction of 4,804 square feet of lot area which is being conveyed from the total lot area of 943,027 square feet via Parcel Map Exemption Case No. AA-2021-10362-PMEX to the adjacent property located at 15523 Casiano Court (APN: 4378-033-016).

Case No. CPC-2002-6583-SP: On July 17, **2003**, the City Planning Commission approved the Design and Preservation Guidelines for the Mulholland Scenic Parkway Specific Plan for an area extending ½ mile on either side of Mulholland Drive from the City line on the west to east of the Hollywood Freeway on the east.

Case No. DIR-2005-2610-DRB-SPP-MSP: On August 4, **2005**, the Director of Planning approved a Design Review and Project Permit Compliance application for the installation of four signs along Mulholland Scenic Parkway right-of-way.

Case No. CPC-2008-4683-CA: On June 9, **2009**, the City Planning Commission approved the proposed ordinance and pursuant to Section 21082.19(c)(3) of the California Public Resources Code adopted the proposed Negative Declaration No. ENV-2008-4684-ND and the associated findings.

Case No. CPC-2002-6583-SP-PA-1: On September 20, **2010**, the City Planning Commission acted to approve the proposed amendments to the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines.

Case Nos. CPC-2016-4085-CA and CPC-2016-4087-ZC: On December 15, **2016**, the establishment of the Hillside Construction Regulations “HCR” was approved with conditions.

Case No. CPC-1986-829-GPC: On February 4, **1992**, in conjunction with the General Plan/ Zoning Consistency Program for the Bel Air- Beverly Crest Community, the City Council adopted a change of zone from RE15 to RE40 over a portion of the subject site. Ordinance No. 167,564 became effective on March 15, 1992.

Case No. DIR-2002-2717(SPPM)(SPPA): On May 30, **2002**, the Director of Planning acted to approve a modification to permit the increase in square footage of the proposed Student Life Center from 12,000 to 13,602 square feet, and an increase to the maximum permitted height of the building from 32 to 33 feet.

Case No. DIR-2018-0485-DRB-SPP-MSP: On June 25, **2018**, the Director of Planning acted to approve with conditions perimeter fences and gates 8 feet in height, and a combination of 11 pedestrian gates and four vehicular gates, resulting in a total structure of approximately 2,613 linear feet.

Case No. CPC-2022-3712-ZC: On December 19, **2022**, a code amendment was approved for a zone change to apply WLD development standards that reduce impacts to wildlife in the Hillsides between the 405 and 101 freeways.

Case No. CPC-2022-3413-CA: On July 13, **2022**, a code amendment was approved for a zone change to apply WLD development standards that reduce impacts to wildlife in the Hillsides between the 405 and 101 freeways.

Case No. AA-2021-10362-PMEX: On January 22, **2026**, the Deputy Advisory Agency approved a lot line adjustment to adjust 4,804 square feet from Parcel 2 (part of the Milken Community School property) to an adjacent lot (residential zoned lot).

Case No. CPC-2023-135-CU-DRB-SPP-MSP: On January 1, **2023**, an application was filed by EF International Language School to allow for the re-use of existing classrooms, offices, student services, and residential buildings, as well as interior remodel and additions to existing buildings and hardscape improvements. On June 8, 2023, the application was withdrawn by the applicant, and the City Planning Commission took no action on this application.

Related Cases Off-Site:

15500 Stephen S. Wise Drive - Stephen S. Wise School:

Case No. ZA-17942: On March 29, **1966**, the Zoning Administrator approved a conditional use permit at 15500 Stephen S. Wise Drive, authorizing the construction and operation of a Jewish Temple and Community Center for religious, educational and community functions, with accessory automobile parking facilities and outdoor amphitheater for summer meetings and a religious school complex.

Case No. ZA-1989-0147-CUZ: On April 3, **1989**, the Zoning Administrator approved a conditional use permit at 15500 Stephen S. Wise Drive, to permit a new 158-vehicle parking structure in conjunction with an existing Jewish Temple and Community Center.

15900 A-D W. Mulholland Drive - Milken Community School (Existing West Campus):

Case No. CPC-2006-1527-CU-ZAA: On October 27, **2006**, the City Planning Commission approved a Conditional Use to establish a private middle and high school in the RE40-1-H Zone; and an Adjustment to permit a debris wall varying in height from zero to 20 feet in the required rear yard along Sepulveda Boulevard in lieu of the maximum 8-foot wall which is otherwise permitted. An appeal was filed on March 7, **2007**, and the City Council denied the appeal and sustained the Commission's approval.

Case No. CPC-2006-1527-CU-ZAA-PA1: An application was filed on March 4, 2009 for the relocation of the existing Stephen S. Wise Middle School from 16190 Mulholland Drive to the existing Milken Community School site west of the I-405 at 15900 W. Mulholland Drive. The application was withdrawn on February 6, **2019** and no formal action was taken.

Case No. CPC-2006-1527-CU-ZAA-PA2: On October 7, **2022**, the Director of Planning approved a Plan Approval to modify conditions from Case No. CPC-2006-1527-CU-ZAA for the continued use and maintenance of a Middle and High School in the RE40-1-H Zone. Condition No. 1 was modified to allow grades 6 through 12, rather than the originally approved grades 7 through 12.

Case No. ZA-1993-0147-CUZ-ZV: On July 6, **1993**, the Zoning Administrator approved a Conditional Use to permit a high school on a 9.97-acre site with enrollment of up to 650 students with 33 teachers and 17 staff; and 62,100 square feet of new construction to include 38 classrooms, administrative offices, library, performing arts center/auditorium, and gymnasium/cafeteria; 72,000 square feet of athletic fields/play areas; and on-site and remote parking; school hours of 7:30 a.m. to 4:00 p.m., Monday through Friday; and use of the center/auditorium would be for concerts, religious and secular activities in the

evenings and on weekends. A Variance was approved to permit a 6-foot high over-height fence on the property line fronting Mulholland Drive.

Public Hearing

A public hearing on this matter will be held at the City Planning Commission meeting on April 23, 2026.

ISSUES AND CONSIDERATIONS

Issue and Consideration #1: Public Concern about "Expansion" of uses

Staff received one public comment (via email) expressing concerns relative to the allowed maximum enrollment of the AJU as compared to the proposed enrollment of Milken Community School. Enrollment concerns were related to concerns that an "expansion" of uses at the school would disqualify the project for a Categorical Exemption from CEQA.

The AJU was authorized for a maximum enrollment of 1,400 students and Milken Community School is requesting a maximum enrollment of 900 students. See **Table 4** for a comparison of AJU approvals and the Milken Community School proposal.

Table 4: Comparison of AJU Approvals and Milken Community School Proposal

	Previously Approved American Jewish University	**Proposed** Milken Community School
Maximum Enrollment	**1,400 students total** 500[4] university students; 500[5] adult night students; and 400[6] high school students (for supplemental religious education with no more than 200 high school students on campus at any one time)	**900 high school students total** 225 9th grade students 225 10th grade students 225 11th grade students 225 12th grade students
Classrooms	**25 classrooms**	**40 classrooms**
Square Footage		
Academic-Admin. Bldg.	125,000 SF	125,000 SF
Student Union Bldg.	13,600 SF	13,600 SF
Dormitories (4)	1 - 8,900 SF; 2 - 20,600 SF; 3 - 4,500 SF; 4 - 20,600 SF	Not applicable. Dormitory buildings are not proposed to be utilized.
Vehicle Parking	396 spaces	396 spaces
Vehicle Trip Generation[7]	2,052 daily vehicle trips	1,929 daily vehicle trips

[4] The 500 university students were approved under ZA Case No.18445 on December 19, 1966.
[5] The 500 adult night students were approved under Case No. BZA-1703 on February 24, 1967.
[6] The 400 high school students were approved under ZA Case No. 18445 on December 19, 1966.
[7] The Transportation Study Assessment Referral Form signed by the Department of Transportation on February 20, 2026 calculated that the proposed High School use would generate 1,929 daily trips and that the existing university use generated up to 2,052 daily trips.

The original Conditional Use Permit for the AJU under ZA Case No. 18445 from December 19, 1966 approved a maximum enrollment of 500 university students and 400 high school students for supplemental religious education, totaling a maximum of 900 students. In 1967, under Case No. BZA-1703, the Board of Zoning Appeals denied an appeal on Case No. 18445 and also modified the enrollment numbers. Condition No. 6 was modified to add in adult night instruction with a maximum of 500 adult night students. The 500 adult night students were in addition to the previously approved 500 university students and 400 high school students. The Milken Community School proposes a maximum of 900 high school students, which is less than the previously approved maximum enrollment for AJU of 1,400 students.

CEQA Categorical Exemptions are defined in state law. If a project meets the objective criteria for categorical exemption, it qualifies for the exemption.

The Class 1 Categorical Exemption from CEQA is for the operation, maintenance, permitting, or minor alteration of an existing public or private structures involving negligible or no expansion of use. The project qualifies for Class 1 Categorical Exemption because the project reuses 138,600 square feet of existing university building square footage for a proposed high school use. Interior renovations are proposed, but no new construction, no new square footage, no new grading, and no exterior alterations are proposed.

The Class 14 Categorical Exemption from CEQA is for minor additions to existing school within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less. Milken Community School is proposing a maximum enrollment of 900 high school students. The AJU had been approved for a maximum enrollment of 1,400 students. The project qualifies for a Class 14 Categorical Exemption because the proposed maximum student enrollment for the Milken Community School is less than what is permitted on the campus today. Therefore, the project does not increase the original student capacity by more that 25% and meets the criteria for Categorical Exemption for minor additions to existing schools.

The project also qualifies for a Class 32 Categorical Exemption (Urban Infill) which is explained in further detail in the Categorical Exemption Justification document included as Exhibit C to this report. Notably, LADOT's analysis finds that the proposed high school use generates fewer daily vehicle trips than the former American Jewish University campus generated.

In summary, the project qualifies for numerous Categorical Exemptions because the Milken Community School high school will have fewer students on campus than AJU, will re-use existing square footage, and will result in fewer vehicle trips than AJU.

Issue and Consideration #2: Staff received one public comment about ongoing construction occurring at the site during the review of this application.

The building permits issued for the project site are Tenant Improvement permits, which are allowed at the site as the site has an active Certificate of Occupancy. Tenant Improvement work does not trigger City Planning review and is subject to review and approval by the Department of Building and Safety.

CONCLUSION

Staff recommends approval of the proposed project, as conditioned herein, to allow the re-use of an existing university campus with interior renovation to accommodate a maximum of 40 classrooms and maximum enrollment of 900 students. The project allows the 21.7 acre hillside property to continue to function as a private education institutional. The proposed project is a benefit to the community as it is providing a service in educating and retaining cultural

significance as a Jewish Institution in Los Angeles. The project maintains the existing building footprints, thus preserving many acres of undeveloped, natural topography within the campus property. Furthermore, the project sustainably re-uses existing structures and does not involve new construction, grading or tree removals in a sensitive hillside community.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24.U.24, 11.5.7 and 16.50 of Chapter 1 and 13B.2.3 and 13B.4.3. of Chapter 1A, of the Los Angeles Municipal Code and the Mulholland Scenic Parkway Specific Plan (Ordinance No. 167,943), the following conditions are hereby imposed upon the use of the subject property.

Conditional Use Conditions

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Valley Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Use.** The use of the property shall be limited to a private educational institution, grades 9 through 12, and incidental activities directly related to the school, on the subject property in the RE15-1-H and RE40-1-H Zones.

3. **Enrollment.** The school shall be permitted a maximum enrollment of 900 students, serving Grades 9 through 12.

4. **Staff.** The school shall have a maximum of 100 teachers and 80 administrative staff members permitted on-site at any one time. All school administrators, faculty and school board members shall be provided a copy of the subject determination.

5. **Classrooms.** The school shall have a maximum of 40 classrooms.

6. **Auditorium Seating.** Auditorium seating shall be limited to 400 total fixed seats.

7. **Hours of Operation.** The applicant shall comply with the following hours of operation:

    a. Normal instructional hours for the school shall be between 7:30 a.m. and 3:30 p.m., Monday through Friday, during the academic school year.

    b. After-school extracurricular activities, including sports, shall be permitted until 6:30 p.m., Monday through Friday, year round (academic school year and summer months).

    c. A maximum of 150 Faculty, staff, and students shall have access to the campus on Saturdays and Sundays from 8:00 a.m. to 3:30 p.m. for extracurricular activities year round (during both the regular academic school year and summer school and summer day camp sessions).

    d. Summer school and day camp hours shall be permitted between 8:30 a.m. and 3:30 p.m., Monday through Friday, during the summer months (generally June through August).

    e. Teacher preparations, normal school maintenance, individual parent conferences with teachers, school board meetings and similar customary school activities may extend beyond the hours set forth above.

8. **Special Events and Non-instructional School Events.**

   a. Special Events shall be limited to no more than six in any calendar year and may occur on weekdays or weekends (Monday through Sunday).

      i. Special Events are defined as those events that are intended to include the entire Milken Community School student body, parents, family and Milken Community School faculty and staff.

      ii. Special events that occur outside of normal academic school year or during the summer shall end approximately by 10:00 p.m.

      iii. The applicant shall ensure that adequate parking for all attendees is provided either on-site or off-site at a nearby property and/or other locations which the school may secure. Persons arriving in vehicles which cannot be accommodated on-site shall be instructed to park at the off-site parking location(s), and the applicant shall provide an on-site valet service or shuttle services to transport the attendees between the off-site parking location(s) and the school.

   b. A copy of the School Calendar and List of Special Events shall be submitted to the Department of City Planning (for inclusion in the case file) and posted on the school's internet website at least 60 days prior to the beginning of each school year.

9. **Floor Area.** No new construction is proposed and therefore no additional square footage is approved herein. The Academic and Administrative Building shall not exceed the previously approved floor area of 125,000 square feet under Case No. ZA-18445. The Student Union Building shall not exceed the previously approved floor area of 13,600 square feet under Case No. DIR-2002-2717-SPPM-SPPA.

10. **Interior Improvements.** The applicant shall obtain any required building permits from the Department of Building and Safety and any other applicable City Departments for interior improvements made or proposed to the buildings on the campus.

11. **Height.** The height of the existing Academic and Administrative Building shall not exceed the previously approved height of 62 feet under Case No. ZA-18445 on March 3, 1975. The Student Union Building shall not exceed the previously approved height of 33 feet under Case No. DIR-2002-2717-SPPM-SPPA on May 30, 2002.

12. **Grading.** No grading is approved as part of this determination. The project does not propose any grading.

13. **Graffiti.** All graffiti on site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of occurrence.

14. **Fencing.** The height of existing fences shall not exceed 8 feet, as previously approved under Case No. DIR-2018-0485-DRB-SPP-MSP.

15. **Fencing Compliance with Future Regulations.** As a part of the permitting process, any future regulations related to wildlife movement shall be considered and analyzed to the satisfaction of the Department of City Planning in relation to proposed fencing. There

shall be general compliance with future regulations, while not compromising the ability for the school to provide security for campus.

16. Automobile Parking.

a. Parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.

b. A total of 396 parking spaces shall be maintained on site as shown in Exhibit "A."

c. Provisions shall be made for parking with a valet or parking off-site with shuttle service of more than 390 vehicles are anticipated for a special event and these vehicles cannot be accommodated elsewhere on-site (such as on the athletic fields).

17. Traffic and Parking. The school shall inform parents, students, faculty and staff in writing on an annual basis of all rules regulating school traffic and parking. A copy shall be mailed to the City Planning Department for inclusion into the case file. The school administration shall maintain a list of license plate numbers of all families whose children are enrolled as well as the license plate numbers for each employee who parks on the property. Additionally, activities outside normal school hours, including parent teacher conferences, school meetings, and other customary school activities shall be scheduled so as to adequately provide parking on-site for all staff and visitors. Arrangements shall be made to provide off-street parking for events exceeding the parking capacity on-site.

18. Transportation Demand Management

a. The project shall be required to operate shuttles for circulation between Milken East Campus (the project site) and the existing Milken West Campus, as well as the Skirball Center, the Bel Air Presbyterian Church property parking lot, and/or other remote parking locations to the satisfaction of the Department of Transportation.

b. Shuttle service will be provided for students daily from 6:30 a.m. to 9:00 a.m. and 2:00 p.m. to 6:15 p.m. Non-stop shuttle service will be provided for faculty and staff.

c. The school shall provide bus transportation services to students from locations in the Westside and San Fernando Valley.

19. Traffic and Circulation. The project shall comply with the following conditions to the satisfaction of the Department of City Planning:

a. Student drop-off and pick-up shall be performed completely on the subject property, within the area designated for pick-up/drop-off.

b. Stacking for vehicles shall occur completely on site; no vehicle queuing is permitted on Mulholland Drive.

c. The school shall hire or assign an individual to monitor and direct traffic at the driveway entrance of the school at Casiano Road, to ensure that no blockage occurs on the public street during the hours of 7:30 a.m. to 8:30 a.m. and 3:00 p.m. to 4:00 p.m.

d. The school shall hire or assign an individual to monitor and direct traffic at the drop-off/pick-up lane on-site. The monitor shall direct traffic entering the lane so as

to move traffic continuously during the hours of 7:30 a.m. to 8:30 a.m. and 3:00 p.m. to 4:00 p.m.

e. A No Right-Turn restriction sign shall be installed and maintained at Gates by the applicant at the driveway locations to limit outbound vehicles to left-turn movements.

f. Gate 1 shall be used for ingress-only access to the primary vehicular drop-off and pick-up location for students.

g. Gates 2, 3, and 4 shall provide ingress and egress access to their respective parking areas.

h. Bus and shuttle ingress and egress: Gate 3 shall be used for bus and shuttle ingress to access the on-site drop-off and pick-up location for students. Gate 4 shall be used for bus egress.

i. School-operated buses, and all other vehicles which transport students to and/or from school, shall load and unload students within school property and not on any adjoining streets. School and visitor-operated sports buses shall be required to do the same. The school shall include the foregoing drop-off/pick-up requirements in its Parent/Student Handbook of Rules and Regulations.

20. Noise.

a. School bells shall be used in the vicinity of the Academic and Administrative Building only during regular school hours, Monday through Friday between 7:30 a.m. and 3:30 p.m.

b. No outdoor sound systems permitted for the existing athletic areas.

c. No amplified music or loud non-amplified music is permitted outside.

d. Compressors and other equipment which may introduce noise impacts beyond any property line shall be enclosed or otherwise attenuated so as to be inaudible off-site.

e. Motorized cleaning and landscaping (taking place outside) shall not be permitted before 7 a.m. or after 9 p.m.

21. Athletic Fields and Facilities

a. Permanent or portable seats are not permitted on any athletic fields.

b. Lighting is not permitted on any athletic fields with the exception of any security lighting which may be determined necessary for safety reasons.

22. Deliveries. Delivery vehicles shall be permitted between the hours of 7:00am to 9:00pm, Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. No deliveries shall be permitted on Sunday.

23. Neighborhood Outreach and Notice.

a. A copy of the Calendar and List of Special Events shall be posted online on the school's website 10 days prior to the beginning of each school year for public reference.

b. A Community Relations representative shall be designated and contact information of that person posted online on the school's website, and prominently at the school, 10 days prior to the beginning of each school session.

c. A complaint log shall be kept and include the complainant's name, date and time of complaint, phone number, the nature of the complaint, the date and time of the response of the complaint, and a description of how the issue was responded to or resolved. Record of all complaints must be maintained on the premise. Information on how the public can report concerns or complaints shall be posted online on the school's website 10 days prior to the beginning of each school session for public reference.

24. **Emergencies.** An Emergency Procedures Plan shall be established identifying guidelines and procedures to be utilized in the event of fire, medical urgency, earthquake or other emergencies to the satisfaction of the Police Department and Fire Department prior to the issuance of a certificate of occupancy. A copy of such document shall be submitted to the City Planning Department upon its approval.

25. **Security.** A security plan shall be developed in consultation with the Police Department, outlining security features to be provided in conjunction with the operation of the school, prior to the issuance of a certificate of occupancy. In addition, the property owner shall provide to the LAPD Commanding Officer a diagram of the site indicating access routes and any additional information to facilitate police response. The applicant shall submit evidence of compliance to the City Planning Department.

26. **Condition Compliance.** If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Director of Planning will have the right to require the applicant to file for a Modification of Entitlement pursuant Chapter 1A Section 13B.2.3.H of the LAMC. In the event of a Modification of Entitlement filing, the applicant shall prepare a radius map and notification to be mailed to all owners and occupants of properties abutting the subject site.

27. **Modification of Entitlement (Plan Approval)**. Any adjustments to the subject conditional use entitlement shall be subject to Modification of Entitlement review with a written determination and appeal period, pursuant to Section 13B.2.3.H of Chapter 1A of the LAMC. The Director of Planning will have the discretion to require a full range of plan approval procedures in order to accommodate the request at hand. Further, any plan approval determination shall follow the mailing procedures of LAMC Section 13B.2.3 of Chapter 1A.

28. All school administrators, faculty and school board members shall be provided a copy of the subject determination.

Specific Plan Conditions

29. **Design Review**. All new buildings and building additions, structures, use of land, grading and landscaping shall be subject to Mulholland Scenic Parkway Specific Plan Design Review and Project Compliance, if applicable, in accordance with Sec. 11 of the Mulholland Specific Plan and Sec. 11.5.7 of the LAMC of Chapter 1 and 13B.4.3. of Chapter 1A, prior to the issuance of any building permits, grading permits or use of land permits by the Department of Building and Safety.

30. **Exterior Colors.** All exterior Colors shall match existing colors or be 25% greyscale or greater except white and emphasize a color palette that is consistent with the Santa Monica Mountains.

31. **Exterior Lighting**. Any proposed outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

32. **Skylights.** All new skylights shall be a maximum of 4 square feet, dark-tinted, recessed, and non-reflective.

33. **New Glass.** All glass materials shall be non-glare and non-reflective.

34. **Rooftop Equipment.** Any additions to, changes in or new rooftop mechanical equipment or duct work shall be screened from view.

35. **Trash Receptacles.** All trash and recycling receptacles shall be stored within an enclosed structure or otherwise screened from view.

36. **Environmental Protection Measures**. Pursuant to Sections 6.B and 5.B, no oak tree (quercus agrifolia, lobata, q. virginiana) shall be removed, cut down or moved without written approval of the Director. There are no oak trees proposed for removal nor approved for removal

37. **Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. The removal of any protected tree shall follow the rules and regulations of a tree removal permit with Urban Forestry review.

38. **Landscape Plans.** No landscaping is proposed and therefore no change to the landscape is approved. Any proposed landscaping or maintenance that occurs on the site shall be in compliance with the Mulholland Scenic Parkway Specific Plan. Additionally, any proposed landscaping shall consist of native-type fire resistant plant materials. The following plant material shall not be planted:

Prohibited Plant Material

Acacia decurrens (GREEN WATTLE)
Acacia melanoxylon (BLACKWOOD ACACIA)
Achillea millefolium (COMMON YARROW)
Ailanthus altissima (TREE-OF-HEAVEN)
Albizia distachya (PLUME ALBIZIA)
Atriplex semibaccata (AUSTRALIAN SALTBUSH)
Bamboo sp.
Brassica sp.
Calocedrus decurrens (INCENSE CEDAR)
Centranthus ruber (JUPITER'S BEARD, READ VALERIAN)
Cirsium valgare and all other thistles
Cortaderia jubata (A GRASS SIMILAR TO PAMPUS GRASS)
Cotoneaster lacteus
Cupressus sempervirens (ITALIAN CYPRESS)
Cytisus (BROOM)
Eucalyptus sp.
Hirschfeldia incana (WILD MUSTARD)
Lantana camara
Lobularia maritima (SWEET ALYSSUM)
Nicotiana glauca (TREE TOBACCO)
Oxalis pes-caprae (BERMUDA BUTTERCUP)
Palmae (PALM)
Pennisetum setaceum (FOUNTAIN GRASS)
Podocarpus
Rhus
Ricinus communis (CASTER BEAN)
Robinia pseudoacacia (BLACK LOCUST)
Schinus terebinthifolius (BRAZILIAN PEPPER)
Tamarix aphylla (ATHEL TREE)

The prohibited Plant Material list shall be printed on the landscape plan. The landscape plan shall be updated to comply with this condition.

39. **Wildlife.** Should an agreement between the Applicant and the Mountains Recreation and Conservation Authority (MRCA) be reached, a Deed Restriction via Covenant would prohibit fencing, walls, lighting, planting of non-native vegetation, structures, or new hardscape within the deed restricted area. This deed restriction would not affect the residence as currently proposed, or interfere with its stated purpose as a single-family residence and the existing hardscape pathways would be specifically exempted from the prohibition on hardscape. If and when this agreement is reached, a copy shall be provided for the case file.

Administrative Conditions

40. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

41. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

42. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

43. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

44. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

45. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

46. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

47. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of

this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

Conditional Use Findings

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

   The proposed project is for the reuse of an existing university campus facility (American Jewish University) for the operation of a Private High School (Milken Community School) with a maximum student enrollment of 900 students grades 9 through 12. No new construction, exterior renovations, or additional square footage is proposed. Proposed interior renovations reconfigure existing square footage, increasing the classroom count from 25 to a total of 40 classrooms. Hours of operation are weekdays Monday to Friday from 7:30 a.m. to 3:30 p.m. for regular school hours and until 6:30 p.m. for after-school extracurricular activities. The school is limited to a maximum of six Special Events per school year. Special Events will last until 10:00 p.m and may occur on Weekends. Summer school and summer day camp hours of operation are weekdays from 8:30 a.m. to 3:30 p.m.

   The project proposes to use the existing 21-acre educational campus for a private high school. Therefore, the project will perform a function or provide a service that is essential and beneficial to the community, city, or region. The American Jewish University campus has been used and maintained for decades as an educational institution and the proposed project would use a total of 138,600 square feet of existing building square footage for the proposed school. The proposed school has a maximum enrollment of 900 students, which is below the originally permitted 1,400 students allowed per the original Conditional Use Permit. The proposed revitalization of the campus through this comparable use would benefit the community.

   The project proposes no new construction, no grading, and no exterior renovations, preserving the 21-acre site as it is today. A majority of the western portion of the project site is characterized by natural sloping hillsides and natural vegetation. The project does not propose any exterior changes, therefore preserving the natural topography and landscaping of the site. Therefore, in addition to preserving the existing buildings and facilities located on the site, the project will also preserve the natural topography and will be compatible with the characteristics of the Santa Monica Mountains.

   The design, location, operating characteristics and size of the school is consistent with existing land uses in the vicinity in terms of aesthetics, character, scale and view protection. The only proposed renovations will take place in the interior of existing buildings, and no new construction is proposed and therefore will not impact existing view corridors. Allowing for the interior work of the Milken Community School East Campus will not detract from the visual character of the community or Specific Plan area.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

   The proposed project is for the reuse of an existing university campus facility (American Jewish University) for the operation of a Private High School (Milken Community School) with a maximum student enrollment of 900 students grades 9 through 12. No new construction, exterior renovations, or additional square footage is proposed. Proposed interior only renovations reconfigure existing square footage, increasing the classroom count from 25 to a

total of 40 classrooms. Proposed hours of operation are weekdays Monday through Friday from 7:30 a.m. to 3:30 p.m. for regular school hours and until 6:30 p.m. for after-school extracurricular activities. The school is limited to a maximum of six Special Events per school year. Special Events will last until 10:00 p.m and may occur on Weekends. Summer school and summer day camp hours of operation are weekdays Monday through Friday from 8:30 a.m. to 3:30 p.m.

The project proposes to use the existing educational campus with interior renovations only. Therefore, as further conditioned herein, the project's existing location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The proposed project retains the existing 396 automobile parking spaces which exceeds the 277 spaces required by code for the proposed high school. The proposed school has a plan in place for drop-off and pick-up, ensuring the queuing of cars is kept on-site in the existing parking areas. With shuttles and buses available as alternate options for transportation, the school can effectively manage transportation demand and reduce trips to the project site and will not adversely affect or degrade adjacent properties or the surrounding neighborhood.

The project is conditioned herein to further ensure compatibility with surrounding uses and the Mulholland Scenic Parkway environment. Project conditions herein specify the improvements, square footage, and height of structures allowed under this grant. The applicant is providing a sufficient number of on-site parking spaces and student drop-off/pickup is conditioned to take place on site. Lighting is conditioned to reduce impacts of light and glare on neighboring properties. The school's hours of operation for students, staff, and athletic/special events are conditioned to reduce noise and traffic congestion in the surrounding area. The project site is located in a Very High Fire Severity Zone, and for fire safety the project's Emergency Procedures Plan is conditioned herein for review by the Los Angeles Fire Department. LAFD Station 109, located at 16500 Mulholland Drive is approximately 1.04 linear miles from the project site. All improvements to the Mulholland Drive right-of-way, including changes/improvements,and lighting, are subject to the regulations of the Mulholland Scenic Parkway Specific Plan, Section 7 as well as the requirements of the Bureau of Engineering. Furthermore, the project's Emergency Procedures Plan will be reviewed by the Los Angeles Police Department, as conditioned herein, to enhance safety and security. Any tree removal in the public right-of-way will require approval by Urban Forestry and the Board of Public Works to ensure that street trees are protected and replaced if removal is necessary. Prior to the issuance of a certificate of occupancy for the school, an Emergency Procedures Plan shall be established identifying guidelines and procedures to be utilized in the event of fire, medical urgency, earthquake, or other emergencies to the satisfaction of the Police Department and Fire Department. Therefore, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

3. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The proposed project is for the reuse of an existing university campus facility (American Jewish University) for the operation of a Private High School (Milken Community School) with a maximum student enrollment of 900 students grades 9 through 12. No new construction, exterior renovations, or additional square footage is proposed. Proposed interior only renovations reconfigure existing square footage, increasing the classroom count from 25 to a total of 40 classrooms.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is composed of a range of State-mandated elements, including, Land Use, Transportation (Mobility), Noise, Safety, Housing and Conservation. The Framework Element of the General Plan is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The City's Land Use Element is divided into 34 community plans that establish parameters for land use decisions within those sub-areas of the City.

Framework Element of the General Plan. The Citywide Framework Element of theGeneral Plan sets forth a citywide comprehensive long-range growth strategy. The Framework Element includes the following goals and objectives:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's Existing and future residents, businesses, and visitors.

The proposed Milken Community School will provide a beneficial service to the community providing quality education to the community.

Objective 3.5 – Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

The re-use of the existing campus is a significant benefit to maintaining and preserving the community character and uses. The design, location, operating characteristics and size of the school is consistent with existing land uses in the vicinity in terms of aesthetics, character, scale and view protection. The only proposed renovations will take place in the interior of existing buildings and will not add square footage or impact existing view corridors. Therefore, the Project will not affect the neighborhood's predominant and distinguishing characteristics and will contribute to maintaining the scale and character of the neighborhood. Additionally, the proposed interior renovations do not affect the natural topography or landscaping on the Project Site. Therefore, the Project assures maximum preservation of the parkway's scenic features and resources and will contribute to maintaining the scale and character of the neighborhood.

Bel Air- Beverly Crest Community Plan The project is consistent with the Community Plan's goals, objectives and policies, as listed below:

Purpose of the Community Plan: Preserving and enhancing the positive characteristics of existing uses which provide the foundation for Community identity, such as scale, height bulk, setbacks, and appearance.

The project does not propose any new construction or exterior alterations. The project only proposes interior renovation and will preserve the existing exterior appearance of the former American Jewish University campus, thus preserving community identity. Furthermore, the project's existing location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade the surrounding neighborhood.

Specific Plan Findings

4. **A recommendation was not made by the Mulholland Scenic Parkway Specific Plan Design Review Board, pursuant to Los Angeles Municipal Code Section 16.50 of Chapter 1 and 13B.4.3. of Chapter 1A:**

   Although the proposed project is located within the Mulholland Scenic Parkway Specific Plan, the project does not meet the definition of a Project per Section 11.J of the Specific Plan, as it meets all the qualifications to be exempt, and therefore the Design Review Board took no action on this application.

5. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

   Based on a review of the plans submitted with the application, marked "Exhibit A," the following findings are in accordance with the applicable design review criteria of the Mulholland Scenic ParkwaySpecific Plan, Ordinance No. 167,943, effective June 29, 1992:

   Section 5.A: Uses. Section 5.A regulates uses in the Specific Plan area. The project proposes the use of land for interior improvements to an existing school campus, which is a permitted use in the Institutional Corridor if approved under a discretionary review (i.e. Conditional Use) by the appropriate decision maker. As such, the project use complies with Sections 5.A.2.a. and 5.A.2.b.iii of the Specific Plan.

   As required under Specific Plan **Section 5.A.2.a**, the project complies with the following findings:

   Section 5.A.2.a. Discretionary Uses - Findings

   i. The use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive. The project site's facilities are developed on the flat portions of the development footprint and are existing structures. The subject site is bounded by a Specific Plan designated Prominent Ridgeline to the southwest. No development is proposed in the vicinity of this Prominent Ridgeline. The subject site and proposed interior renovations are not visible from Mulholland Drive. Therefore, as proposed and conditioned, the use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive.

   ii. The use preserves the residential character along the right-of-way. The subject site is located within the Institutional Use Corridor as established by the specific plan, and is also regulated by the Outer and Inner Corridor Regulations. The nearest single-family residential neighborhoods are approximately 200 feet to the south of the southernmost built structure on the campus. Therefore, there is no adverse effect to the residential character along the Mulholland right-of-way.

   iii. The use is compatible with the scenic parkway environment. As previously stated, no improvements are proposed on a Prominent Ridgeline. Therefore, as proposed and conditioned, the proposed Milken Community School is compatible with the scenic parkway environment.

   iv. The use preserves and/or enhances land having exceptional recreational and/or educational value. The school campus includes recreational uses on site (athletic facilities). Furthermore, a portion of the site is retained as grass rather than planted with native plant materials for school recreational and sports purposes.

Therefore, the use preserves and/or enhances land having both exceptional recreational and/or educational value.

v. Any grading is minimized. The project does not propose any grading therefore this finding is not applicable.

vi. Any graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains. No slopes are proposed for grading herein; therefore,this finding is not applicable.

vii. The use preserves the natural topography, prevents erosion, and protects native vegetation. No grading is proposed that would alter the natural topography of the site. Therefore, the proposed interior improvements preserve the natural topography, prevent erosion, and protect native vegetation.

viii. The use preserves the ecological balance. The project consists of interior renovations to an existing school campus where no specially designated ecological areas exist.

ix. The use protects the Prominent Ridges, streams and environmentally sensitive areas, and the aquatic, biologic, and topographic features therein. As previously stated, no improvements are proposed on the Prominent Ridgeline located to the southwest of the site. There are no streams or aquatic features on the subject site. Therefore, the use protects the Prominent Ridges, streams and environmentally sensitive areas, and the aquatic, biologic, and topographic features.

x. The use protects identified archaeological and paleontological sites. No archaeological or paleontological resources have been previously identified at the subject site.

xi. The use minimizes driveway and private street access into the right-of-way. No changes are proposed to the existing driveway access points, and therefore, this finding is not applicable.

xii. The use minimizes the visual intrusion of lighting into the right-of-way. All existing lighting will remain and no new lighting is proposed, therefore minimizing the visual intrusion of lighting into the right-of-way.

Section 5.A.2.b.iii. Discretionary Uses - Uses - ***Schools, churches and accessory buildings thereto, provided they are located within the institutional use corridor.***

The proposed project is for the use and maintenance of an existing school campus within the Institutional Corridor of the Mulholland Scenic Parkway Specific Plan, therefore allowed by Conditional Use per this Section.

Section 5.B. Environmental Protection Measures. Section 5.B of the Specific Plan regulates environmental protection measures; specifically, Prominent Ridges, streams, parklands, oak trees, and archaeological and paleontological resources. The subject property is bordered by a Prominent Ridge (as designated by Mulholland Scenic Parkway Specific Plan Maps 6 and 7) to the southwest of the site. However, the project does not involve any grading or construction on the Prominent Ridge. The project is further than 100 feet from a watercourse and is not subject to Section 5.B.2, which limits grading within 100 feet of a stream bank. Additionally, the project is not within 200 feet from a public parkland and is not subject to Section 5.B.3, which limits construction and grading within 200 feet of

public parkland. The project does not propose to remove, move, or alter any protected or native trees, which include Oak trees, in accordance with Section 5.B.4. Finally, should the applicant encounter any archeological or paleontological resources while grading for the project, the applicant will need to follow the necessary notification procedures pursuant to California Health and Safety Code Sections 7000 et sequentia to appropriately handle these resources, fulfilling the intent of Section 5.B.5 that seeks to protect these resources. As such, the project complies with Section 5.B of the Specific Plan.

Section 5.C. Grading. Specific Plan Section 5.C regulates grading.

The applicant does not propose any grading. Furthermore, the applicant is subject to the stricter grading limits in the LAMC and is required to obtain grading permits and follow all practices imposed on them during the process of grading from the Building and Safety Grading Division. As such, the project complies with Section 5.C of the Specific Plan.

Section 5.D: Building Standards. Specific Plan Section 5.D regulates Viewshed Protection for lots visible from Mulholland Drive, building heights, yards, fences/gates/walls, drainpipes,utilities, and roofs. The Milken Community School East Campus site is visible from Mulholland Drive. As per Section 5.D.1 of the Specific Plan, the decision maker may approve a project's penetration into the viewshed after making the following findings:

1. The Department of Building and Safety has determined that the height of the project does not exceed the height limits allowed under the Specific Plan Section 5.D.2; and
2. The project is designed to complement the view from Mulholland Drive.

The proposed project does not alter the existing height of the buildings and therefore the project meets the viewshed protection and height requirements of Section 5.D.1 and 5.D.2 of the Specific Plan.

Section 11.I.3 Design Review Criteria.
Based on a review of the project proposal, the proposed Milken Community School East Campus interior renovations are not subject to the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines and therefore do not apply. The existing campus is compatible with the surrounding institutional uses, single-family dwellings, and the natural resources of the parkway environment.

Environmental Findings

The project was analyzed under Case No. ENV-2025-3450-CE as the use and maintenance of an existing site that was conditionally used for housing and educating students was categorized as a minor alteration to a school.

6. The proposed project qualifies for a Class 1, Class 3, Class 14, and Class 32 Categorical Exemptions. The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definitions of a Class 1, Class 14, and Class 32 Categorical Exemptions.

The project qualifies for an Exemption under CEQA pursuant to CEQA Guidelines Section 15301, Class 1, as follows:

Class 1 consists of the minor operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that is existing at the time of the lead agency’s determination. The project qualifies for Class 1 Categorical

Exemption because it is for the use and maintenance of an existing school and interior renovations, but no new construction or exterior improvements.

The project qualifies for an Exemption under CEQA pursuant to CEQA Guidelines Section 15303, Class 3, as follows:

Class 3 consists of the conversion of existing structures from one use to another where only minor exterior modifications are made. The project qualifies for a Class 3 Categorical Exemption because the project reuses existing university buildings for a proposed high school use with no additional square footage and no exterior modifications.

The project qualifies for an Exemption under CEQA pursuant to CEQA Guidelines Section 15314, Class 14, as follows:

Class 14 consists of minor additions to existing schools within existing school grounds where the addition does not increase the original student capacity by more than 25% or ten classrooms, whichever is less. The project qualifies for Class 14 Categorical Exemption because the proposed maximum student enrollment of 900 students is less than the originally approved 1,400 students and therefore the project does not increase the student capacity by more than 25%, the project decreases the student capacity.

The project qualifies for an Exemption under CEQA pursuant to CEQA Guidelines Section 15332, Class 32, as follows:

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section. The project qualifies for a Class 32 Categorical Exemption because the project is consistent with the applicable general plan designation, general plan policies, zoning designation and regulations, is no more than 5 acres, has no value as habitat, would not result in any significant effects to traffic, noise, air quality, or water quality, and can be adequately served by all required utilities and public services.

Furthermore, the project is not exempt from the use of a categorical exemption due to location, cumulative impact of similar projects, or unusual circumstances. The project is not located on a state designated scenic highway or hazardous waste site. The project is not the site of a historic resource. Therefore, as set forth in State CEQA Guidelines Section 15300.2, there are no exceptions that would prohibit the use of any categorical exemption.

7. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside the flood zone.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing at City Planning Commission

The required public hearing will be held at the City Planning Commission.

Written Communications

Staff received email communications from three members of the public. Comments included concerns about “expansion” of uses at the site, concerns about the level of CEQA review being inadequate, and questions and concerns about ongoing construction at the project site.

A record of communications received are attached to this Report as Exhibit E - Public Comments.

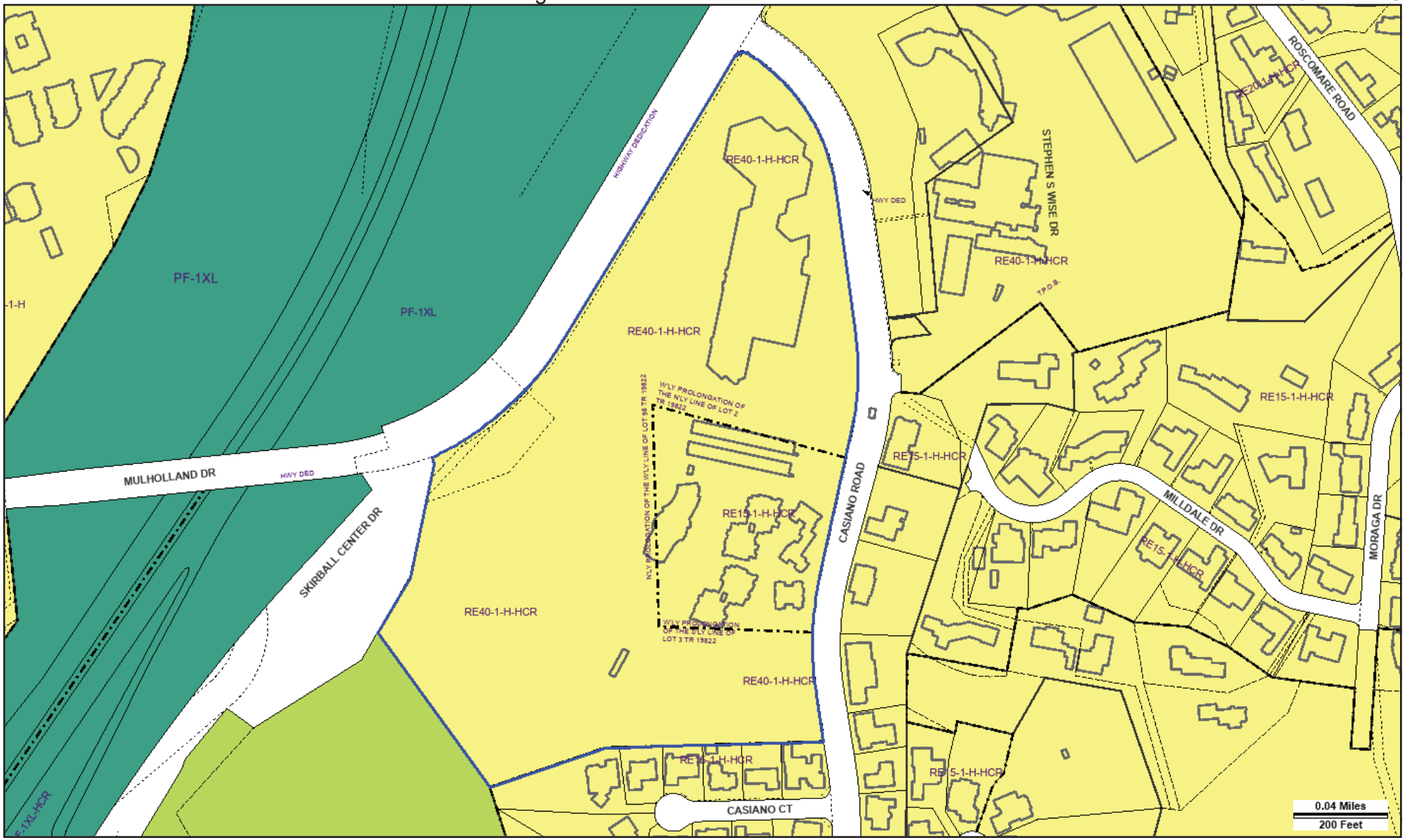
Map A- ZIMAS Map

ZIMAS INTRANET

Generalized Zoning

04/12/2026

City of Los Angeles
Department of City Planning



Address: 2785 N CASIANO ROAD
APN: 4378001041
PIN #: 156B141 13

Tract: TR 27748
Block: None
Lot: 2
Arb: None

Zoning: RE40-1-H-HCR, RE15-1-H-HCR
General Plan: Very Low II Residential, Minimum

N
W
E
S

CITY OF LOS ANGELES FOUNDED 1781

Map B- Vicinity Map

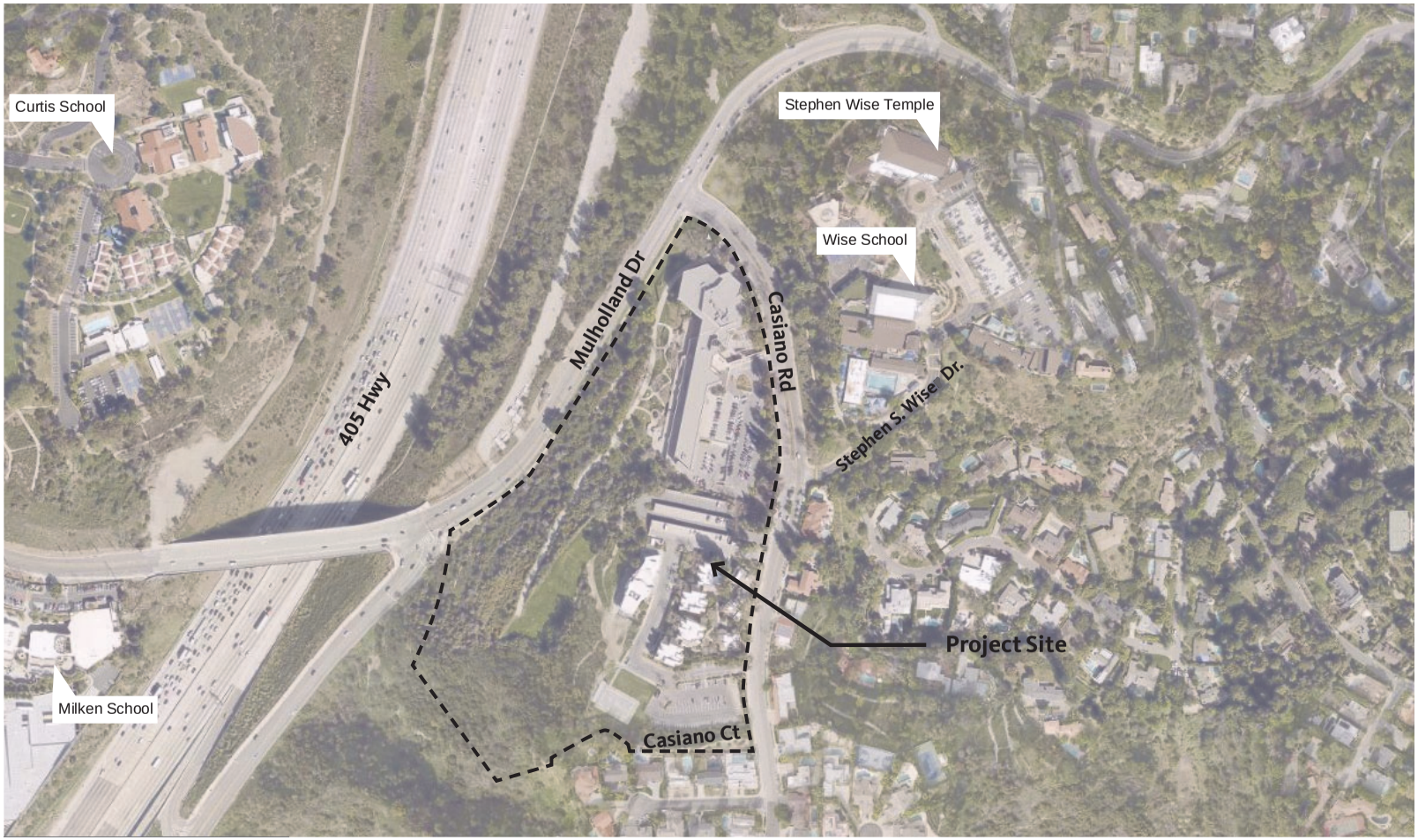
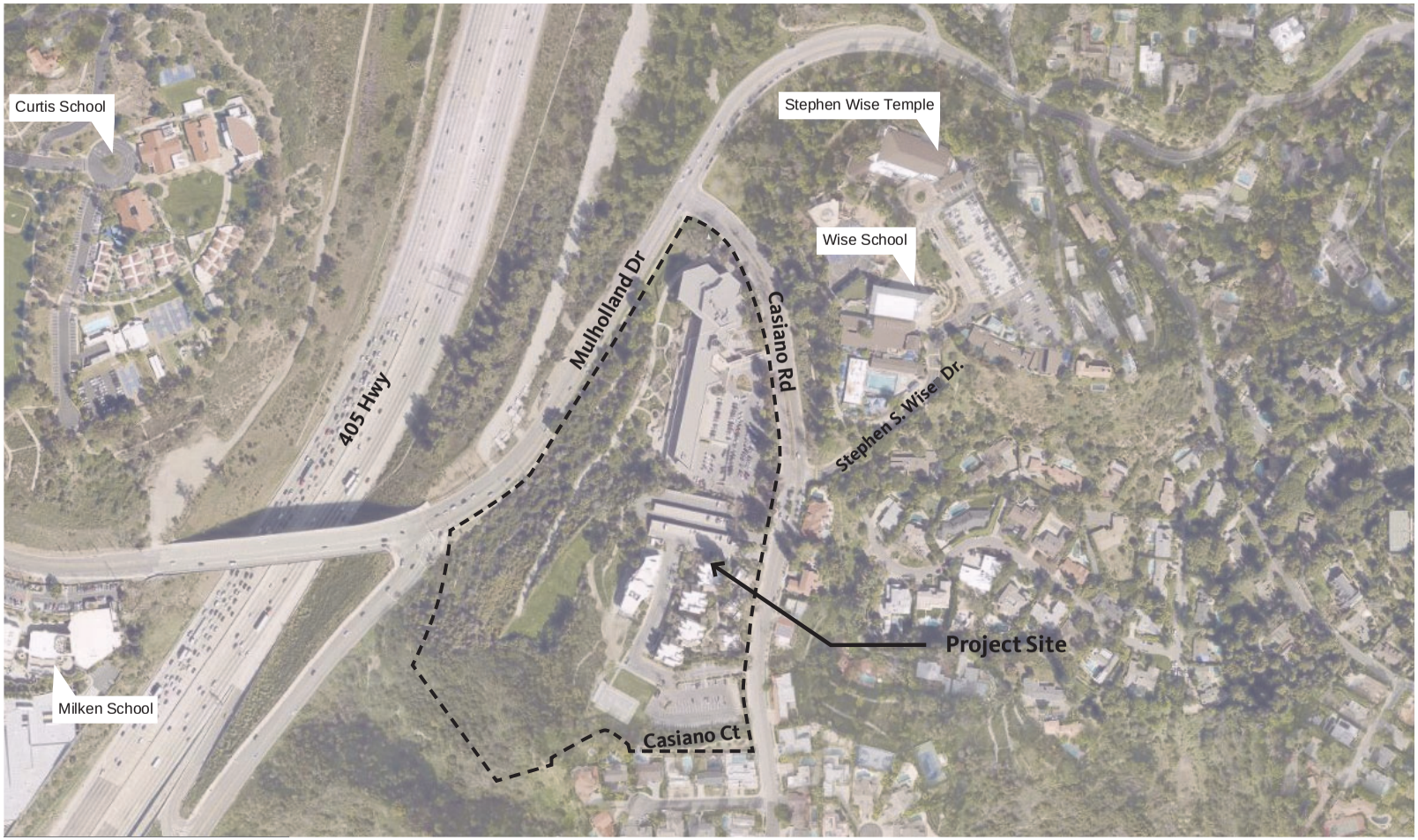
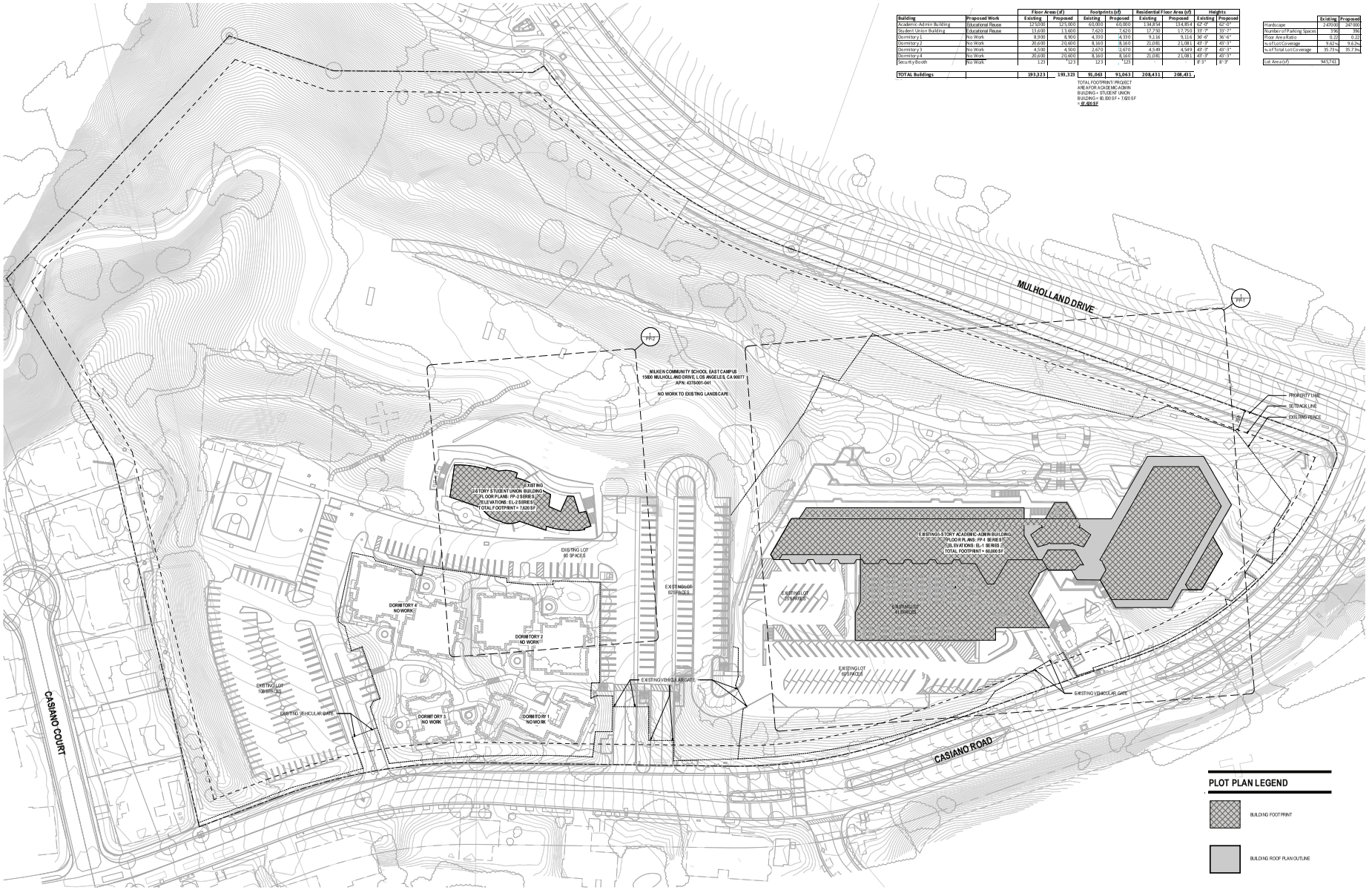

Curtis School
Stephen Wise Temple
Wise School
Mulholland Dr
Casiano Rd
405 Hwy
Stephen S. Wise Dr.
Project Site
Milken School
Casiano Ct
0
150
300
600

Exhibit A- Plans


Curtis School
Stephen Wise Temple
Wise School
Mulholland Dr
Casiano Rd
405 Hwy
Stephen S. Wise Dr.
Project Site
Milken School
Casiano Ct
0
150
300
600



		Floor Areas (sf)		Footprints (sf)		Residential Floor Area (sf)		Heights	
Building	Proposed Work	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Academic-Admin Building	Educational Reuse	123,000	123,000	60,000	60,000	134,854	134,854	52'-0"	62'-0"
Student Union Building	Educational Reuse	13,600	13,600	7,620	7,620	17,750	17,750	32'-7"	33'-7"
Dormitory 1	No Work	8,900	8,900	4,330	4,330	9,116	9,116	36'-6"	36'-6"
Dormitory 2	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Dormitory 3	No Work	8,500	8,500	2,670	2,670	8,549	8,549	43'-3"	43'-3"
Dormitory 4	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Security Booth	No Work	123	123	120	120			8'-3"	8'-3"
TOTAL Buildings		193,323	193,323	91,060	91,060	208,431	208,431		

TOTAL FOOTPRINT PROJECT AREA FOR ACADEMIC-ADMIN BUILDING + STUDENT UNION BUILDING = 60,000 SF + 7,620 SF = **67,620 SF**

	Existing	Proposed
Hardscape	247,000	247,000
Number of Parking Spaces	330	330
Floor Area Ratio	0.22	0.22
% of Lot Coverage	9.62%	9.62%
% of Total Lot Coverage	35.73%	35.73%

Lot Area (sf)
945,761

1 PLOT PLAN
SCALE: 1" = 40'-0"

Milken Community School

2845 North Casiano Road, Los Angeles, California 90077

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

LADBS Approval Stamp

△ Date Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

Description
PLOT PLAN - OVERALL

Scale
As indicated

PP-0

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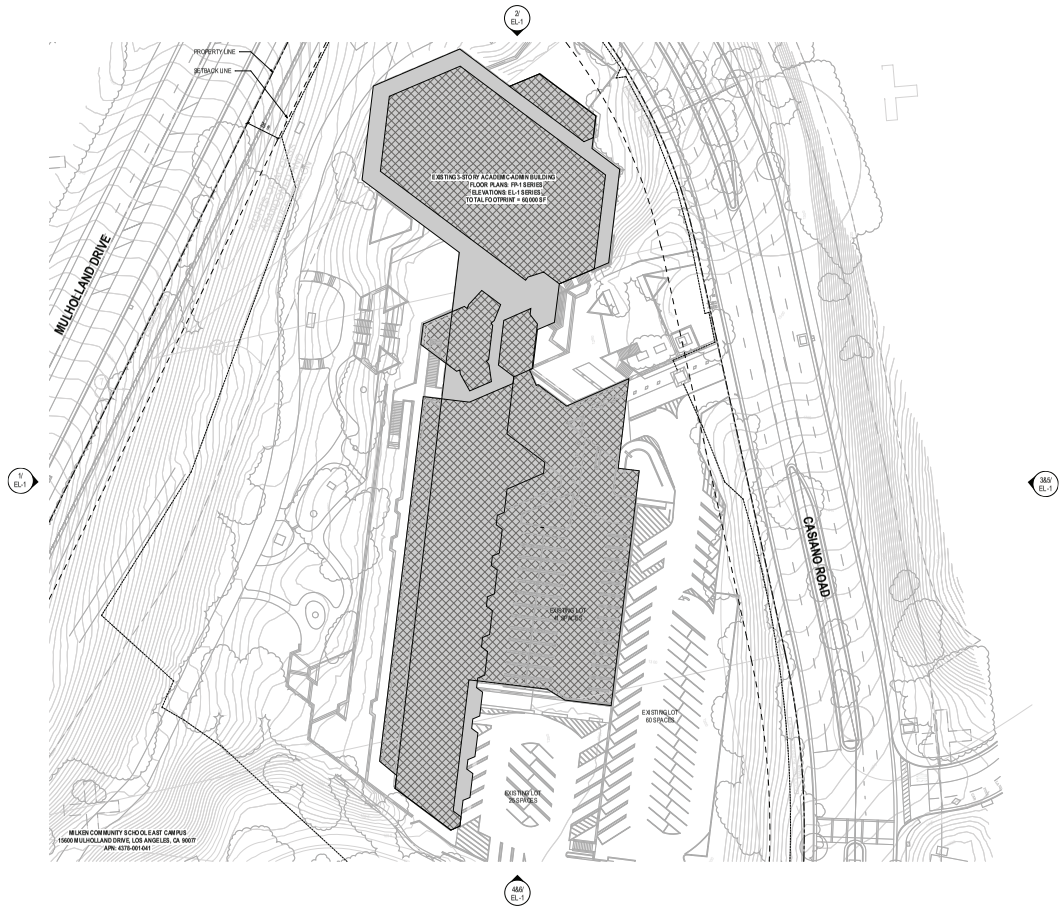
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		Floor Areas (sf)		Footprints (sf)		Residential Floor Area (sf)		Heights	
Building	Proposed Work	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Academic Admin Building	Educational Reuse	123,000	123,000	60,000	60,000	134,854	134,854	62'-0"	62'-0"
Student Union Building	Educational Reuse	13,600	13,600	7,620	7,620	17,750	17,750	33'-7"	33'-7"
Dormitory 1	No Work	8,900	8,900	4,330	4,330	9,116	9,116	36'-6"	36'-6"
Dormitory 2	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Dormitory 3	No Work	4,500	4,500	2,670	2,670	4,549	4,549	43'-3"	43'-3"
Dormitory 4	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Security Booth	No Work	123	123	123	123			8'-3"	8'-3"
TOTAL Buildings		193,323	193,323	91,063	91,063	208,431	208,431		

TOTAL FOOTPRINT/ PROJECT AREA FOR ACADEMIC ADMIN BUILDING + STUDENT UNION BUILDING = 60,000 SF + 7,620 SF = **67,620 SF**

	Existing	Proposed
Hardscape	247,000	247,000
Number of Parking Spaces	730	730
Floor Area Ratio	0.22	0.22
% of Lot Coverage	9.62%	9.62%
% of Total Lot Coverage	35.73%	35.73%

Lot Area (sf)
945,761



PLOT PLAN LEGEND

BUILDING FOOTPRINT

BUILDING ROOF PLAN OUTLINE

1 PLOT PLAN - ACADEMIC ADMIN BUILDING
SCALE: 1/32" = 1'-0"

Milken Community School

2845 North Casiano Road, Los Angeles, California 90077

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

Description
PLOT PLAN - ACADEMIC ADMIN BUILDING

Scale
As indicated

PP-1

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		Floor Areas (sf)		Footprints (sf)		Residential Floor Area (sf)		Heights	
Building	Proposed Work	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Academic Admin Building	Educational Reuse	125,000	125,000	60,000	60,000	134,854	134,854	62'-0"	62'-0"
Student Union Building	Educational Reuse	13,600	13,600	7,620	7,620	17,750	17,750	33'-7"	33'-7"
Dormitory 1	No Work	8,900	8,900	4,330	4,330	9,116	9,116	36'-6"	36'-6"
Dormitory 2	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Dormitory 3	No Work	4,500	4,500	2,670	2,670	4,549	4,549	43'-3"	43'-3"
Dormitory 4	No Work	20,600	20,600	8,160	8,160	21,081	21,081	43'-3"	43'-3"
Security Booth	No Work	123	123	123	123			8'-3"	8'-3"
TOTAL Buildings		193,323	193,323	91,063	91,063	208,431	208,431		

TOTAL FOOTPRINT/ PROJECT AREA FOR ACADEMIC ADMIN BUILDING + STUDENT UNION BUILDING = 60,000 SF + 7,620 SF = **67,620 SF**

	Existing	Proposed
Hardscape	247,000	247,000
Number of Parking Spaces	730	730
Floor Area Ratio	0.22	0.22
% of Lot Coverage	9.62%	9.62%
% of Total Lot Coverage	35.73%	35.73%

Lot Area (sf)
947,761



PLOT PLAN LEGEND

BUILDING FOOTPRINT

BUILDING ROOF PLAN OUTLINE

1 PLOT PLAN - STUDENT UNION BUILDING
SCALE: 1/16" = 1'-0"

Milken Community School

2845 North Casiano Road, Los Angeles, California 90077

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

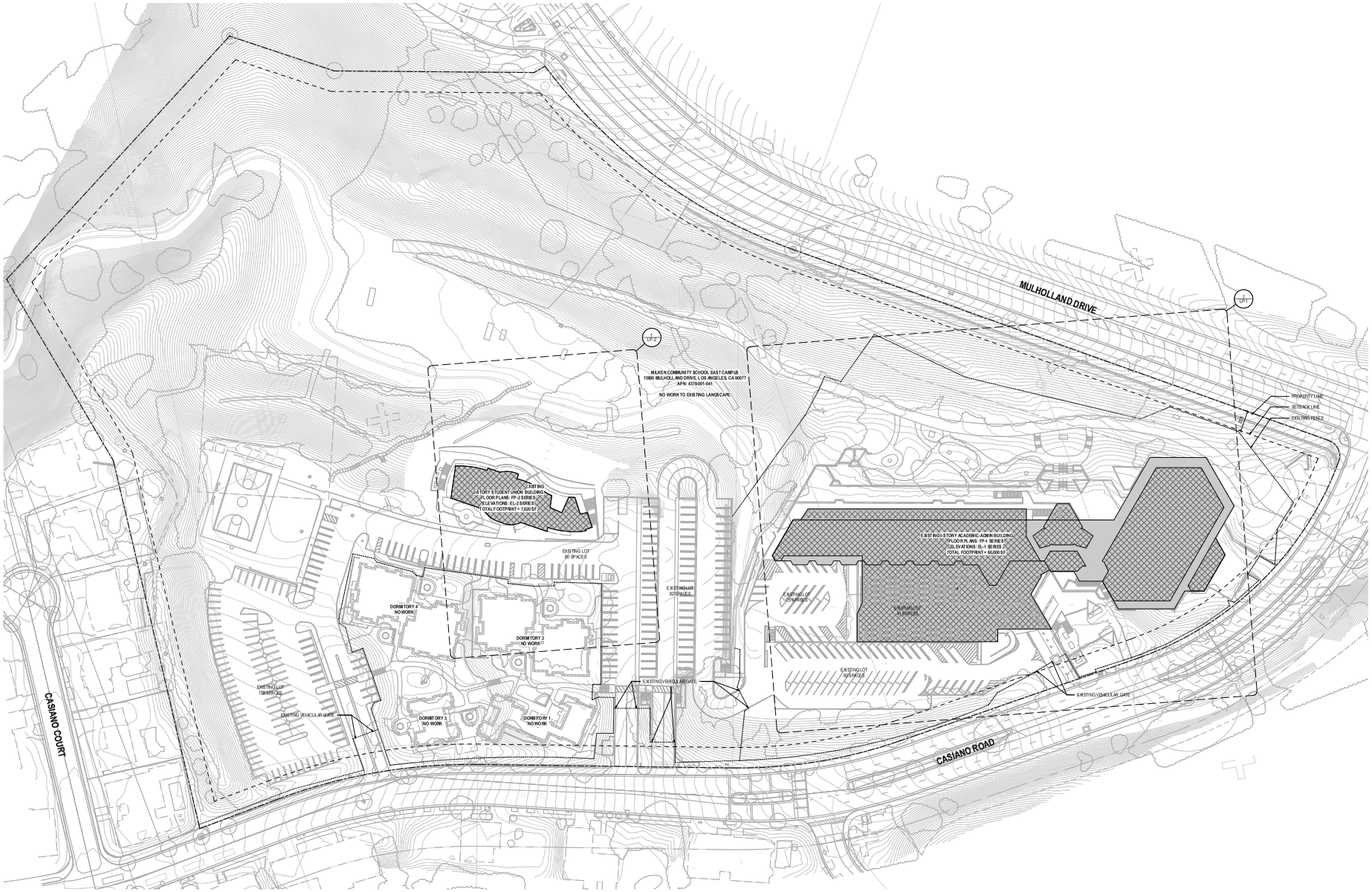
Description
PLOT PLAN - STUDENT UNION BUILDING

Scale
As indicated

PP-2

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1 LANDSCAPE PLAN - OVERALL
SCALE: 1" = 40'-0"

Milken Community School
2845 North Casiano Road, Los Angeles, California 90077

Gensler
500 South Figueroa Street
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United States
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LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

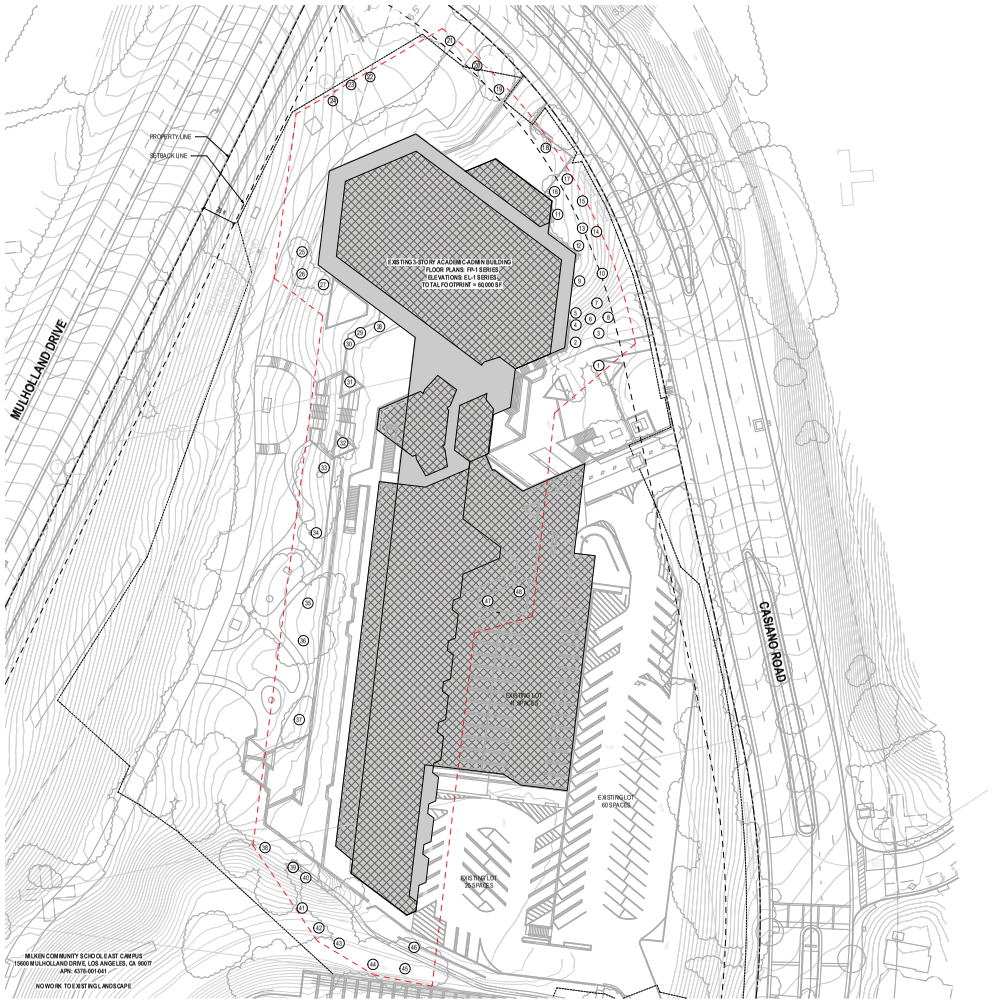
Description
LANDSCAPE PLAN - OVERALL

Scale
1" = 40'-0"

LP-0

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LANDSCAPE PLAN LEGEND

- BUILDING FOOTPRINT
- BUILDING ROOF PLAN OUTLINE
- LANDSCAPE SCOPE LINE FOR DOCUMENTATION PURPOSES (NO LANDSCAPE WORK PROPOSED)
- (#) NON-PROTECTED TREE (NUMBERED - SEE BELOW)
- (#) COASTLIVE OAK TREE (NUMBERED - SEE BELOW)

TABLE 2 – TREE INVENTORY

Tree #	Common Name	Botanical Name	Protected?	To Remain?
1	shamel ash	*Fraxinus uhdei*	No	Yes
2	shamel ash	*Fraxinus uhdei*	No	Yes
3	shamel ash	*Fraxinus uhdei*	No	Yes
4	spotted gum	*Corymbia maculata*	No	Yes
5	spotted gum	Corymbia maculata	No	Yes
6	spotted gum	*Corymbia maculata*	No	Yes
7	spotted gum	Corymbia maculata	No	Yes
8	spotted gum	*Corymbia maculata*	No	Yes
9	shamel ash	*Fraxinus uhdei*	No	Yes
10	shamel ash	*Fraxinus uhdei*	No	Yes
11	shamel ash	*Fraxinus uhdei*	No	Yes
12	spotted gum	*Corymbia maculata*	No	Yes
13	spotted gum	Corymbia maculata	No	Yes
14	spotted gum	*Corymbia maculata*	No	Yes
15	spotted gum	Corymbia maculata	No	Yes
16	red ironbark	*Eucalyptus sideroxylon*	No	Yes
17	Japanese photinia	*Photinia glabra*	No	Yes
18	red ironbark	*Eucalyptus sideroxylon*	No	Yes
19	red ironbark	*Eucalyptus sideroxylon*	No	Yes
20	red ironbark	*Eucalyptus sideroxylon*	No	Yes
21	red ironbark	*Eucalyptus sideroxylon*	No	Yes
22	red ironbark	*Eucalyptus sideroxylon*	No	Yes
23	red ironbark	*Eucalyptus sideroxylon*	No	Yes
24	red ironbark	*Eucalyptus sideroxylon*	No	Yes
25	red ironbark	*Eucalyptus sideroxylon*	No	Yes
26	Hollywood juniper	*juniperus chinensis*	No	Yes

TABLE 2 – TREE INVENTORY

Tree #	Common Name	Botanical Name	Protected?	To Remain?
27	Hollywood juniper	juniperus chinensis	No	Yes
28	Hollywood juniper	*juniperus chinensis*	No	Yes
29	California sycamore	*Platanus racemosa*	No	Yes
30	California sycamore	*Platanus racemosa*	No	Yes
31	California sycamore	*Platanus racemosa*	No	Yes
32	olive	*Olea europaea*	No	Yes
33	California sycamore	*Platanus racemosa*	No	Yes
34	California sycamore	*Platanus racemosa*	No	Yes
35	California sycamore	*Platanus racemosa*	No	Yes
36	California sycamore	*Platanus racemosa*	No	Yes
37	California sycamore	*Platanus racemosa*	No	Yes
38	California sycamore	*Platanus racemosa*	No	Yes
39	coast live oak	*Quercus agrifolia*	Yes	Yes
40	California sycamore	*Platanus racemosa*	No	Yes
41	California sycamore	*Platanus racemosa*	No	Yes
42	Canary Island pine	*Pinus canariensis*	No	Yes
43	Canary Island pine	*Pinus canariensis*	No	Yes
44	Canary Island pine	*Pinus canariensis*	No	Yes
45	Canary Island pine	*Pinus canariensis*	No	Yes
46	California pepper tree	*Pinus canariensis*	No	Yes
47	olive	*Olea europaea*	No	Yes
48	olive	*Olea europaea*	No	Yes
49	Japanese photinia	*Photinia glabra*	No	Yes
50	coast live oak	*Quercus agrifolia*	Yes	Yes
51	coast live oak	*Quercus agrifolia*	Yes	Yes
52	karee	*searsia lancea*	No	Yes

SUMMARY TABLE

Common Name	Botanical Name	Quantity	Protected?	To Remain?
Canary Island pine	*Pinus canariensis*	4	No	Yes
California pepper tree	*Pinus canariensis*	1	No	Yes
California sycamore	*Platanus racemosa*	11	No	Yes
coast live oak	*Quercus agrifolia*	3	Yes	Yes
Hollywood juniper	*juniperus chinensis*	3	No	Yes
Japanese photinia	*Photinia glabra*	2	No	Yes
karee	*searsia lancea*	1	No	Yes
olive	*Olea europaea*	3	No	Yes
red ironbark	*Eucalyptus sideroxylon*	9	No	Yes
shamel ash	*Fraxinus uhdei*	6	No	Yes
spotted gum	*Corymbia maculata*	9	No	Yes
TOTALS		52		

1 LANDSCAPE PLAN - ACADEMIC ADMIN BUILDING
SCALE: 1/32" = 1'-0"

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LADBS Approval Stamp

△ Date Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

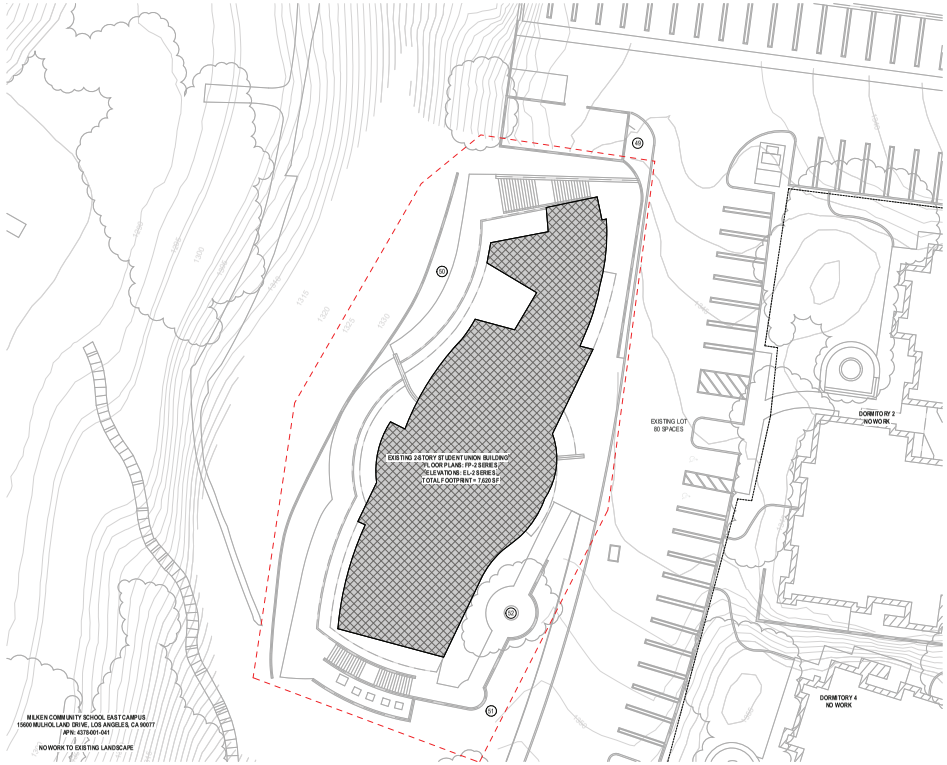
Description
LANDSCAPE PLAN - ACADEMIC ADMIN BUILDING

Scale
As indicated

LP-1

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1 LANDSCAPE PLAN - STUDENT UNION BUILDING
SCALE: 1/16" = 1'-0"

LANDSCAPE PLAN LEGEND

- BUILDING FOOTPRINT
- BUILDING ROOF PLAN OUTLINE
- LANDSCAPE SCOPE LINE FOR DOCUMENTATION PURPOSES (NO LANDSCAPE WORK PROPOSED)
- (#) NON-PROTECTED TREE (NUMBERED - SEE BELOW)
- (#) COAST LIVE OAK TREE (NUMBERED - SEE BELOW)

TABLE 2 – TREE INVENTORY

Tree #	Common Name	Botanical Name	Protected?	To Remain?
1	shamel ash	*Fraxinus uhdei*	No	Yes
2	shamel ash	*Fraxinus uhdei*	No	Yes
3	shamel ash	*Fraxinus uhdei*	No	Yes
4	spotted gum	*Corymbia maculata*	No	Yes
5	spotted gum	Corymbia maculata	No	Yes
6	spotted gum	*Corymbia maculata*	No	Yes
7	spotted gum	Corymbia maculata	No	Yes
8	spotted gum	*Corymbia maculata*	No	Yes
9	shamel ash	*Fraxinus uhdei*	No	Yes
10	shamel ash	*Fraxinus uhdei*	No	Yes
11	shamel ash	*Fraxinus uhdei*	No	Yes
12	spotted gum	*Corymbia maculata*	No	Yes
13	spotted gum	Corymbia maculata	No	Yes
14	spotted gum	*Corymbia maculata*	No	Yes
15	spotted gum	Corymbia maculata	No	Yes
16	red ironbark	*Eucalyptus sideroxylon*	No	Yes
17	Japanese photinia	*Photinia glabra*	No	Yes
18	red ironbark	*Eucalyptus sideroxylon*	No	Yes
19	red ironbark	*Eucalyptus sideroxylon*	No	Yes
20	red ironbark	*Eucalyptus sideroxylon*	No	Yes
21	red ironbark	*Eucalyptus sideroxylon*	No	Yes
22	red ironbark	*Eucalyptus sideroxylon*	No	Yes
23	red ironbark	*Eucalyptus sideroxylon*	No	Yes
24	red ironbark	*Eucalyptus sideroxylon*	No	Yes
25	red ironbark	*Eucalyptus sideroxylon*	No	Yes
26	Hollywood juniper	*Juniperus chinensis*	No	Yes

TABLE 2 – TREE INVENTORY

Tree #	Common Name	Botanical Name	Protected?	To Remain?
27	Hollywood juniper	juniperus chinensis	No	Yes
28	Hollywood juniper	*Juniperus chinensis*	No	Yes
29	California sycamore	*Platanus racemosa*	No	Yes
30	California sycamore	*Platanus racemosa*	No	Yes
31	California sycamore	*Platanus racemosa*	No	Yes
32	olive	*Olea europaea*	No	Yes
33	California sycamore	*Platanus racemosa*	No	Yes
34	California sycamore	*Platanus racemosa*	No	Yes
35	California sycamore	*Platanus racemosa*	No	Yes
36	California sycamore	*Platanus racemosa*	No	Yes
37	California sycamore	*Platanus racemosa*	No	Yes
38	California sycamore	*Platanus racemosa*	No	Yes
39	coast live oak	*Quercus agrifolia*	Yes	Yes
40	California sycamore	*Platanus racemosa*	No	Yes
41	California sycamore	*Platanus racemosa*	No	Yes
42	Canary Island pine	*Pinus canariensis*	No	Yes
43	Canary Island pine	*Pinus canariensis*	No	Yes
44	Canary Island pine	*Pinus canariensis*	No	Yes
45	Canary Island pine	*Pinus canariensis*	No	Yes
46	California pepper tree	*Pinus canariensis*	No	Yes
47	olive	*Olea europaea*	No	Yes
48	olive	*Olea europaea*	No	Yes
49	Japanese photinia	*Photinia glabra*	No	Yes
50	coast live oak	*Quercus agrifolia*	Yes	Yes
51	coast live oak	*Quercus agrifolia*	Yes	Yes
52	karee	*searsia lancea*	No	Yes

SUMMARY TABLE

Common Name	Botanical Name	Quantity	Protected?	To Remain?
Canary Island pine	*Pinus canariensis*	4	No	Yes
California pepper tree	*Pinus canariensis*	1	No	Yes
California sycamore	*Platanus racemosa*	11	No	Yes
coast live oak	*Quercus agrifolia*	3	Yes	Yes
Hollywood juniper	*juniperus chinensis*	3	No	Yes
Japanese photinia	*Photinia glabra*	2	No	Yes
karee	*searsia lancea*	1	No	Yes
olive	*Olea europaea*	3	No	Yes
red ironbark	*Eucalyptus sideroxylon*	9	No	Yes
shamel ash	*Fraxinus uhdei*	6	No	Yes
spotted gum	*Corymbia maculata*	9	No	Yes
TOTALS		52		

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LADBS Approval Stamp

△ Date Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

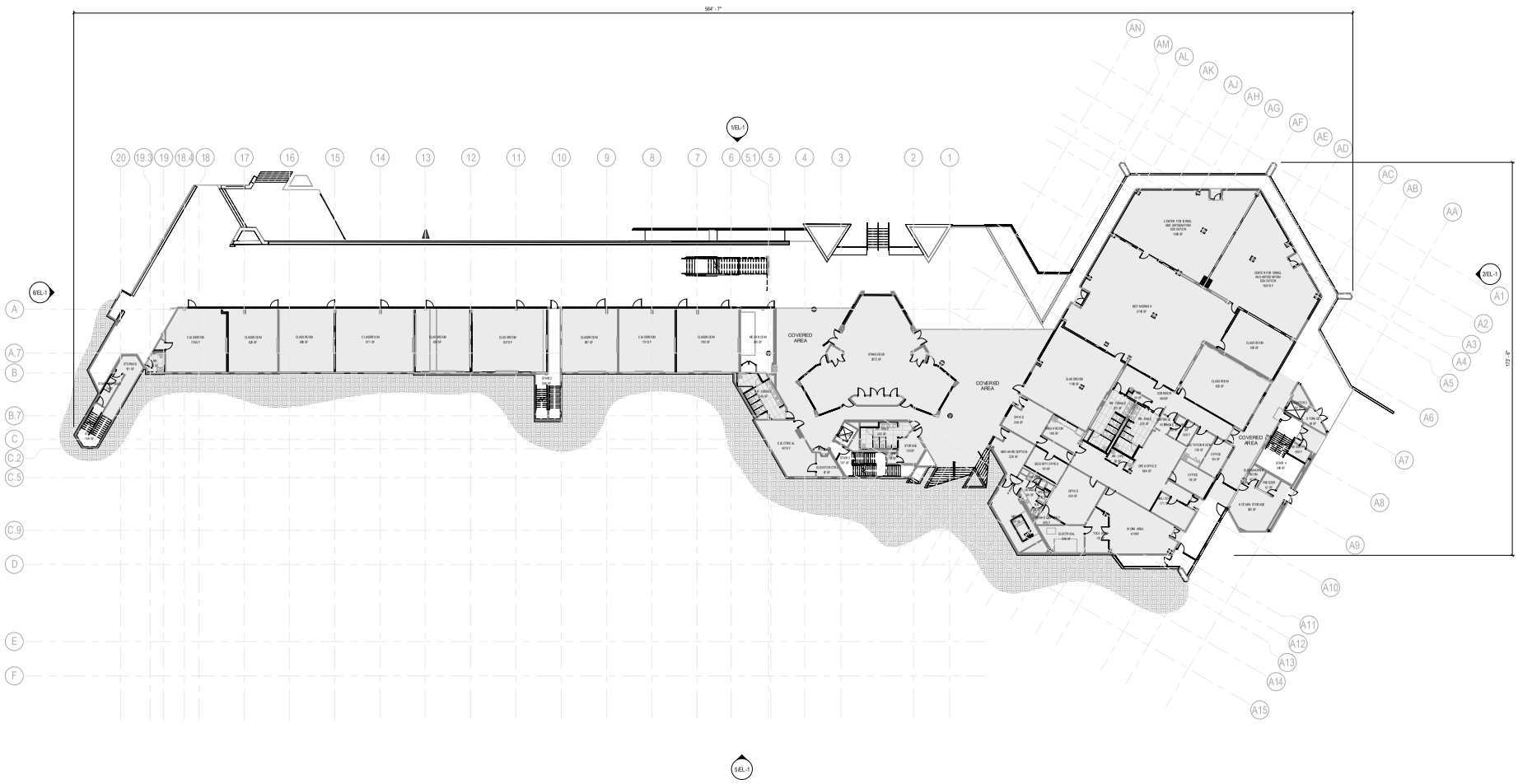
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LANDSCAPE PLAN - STUDENT UNION BUILDING

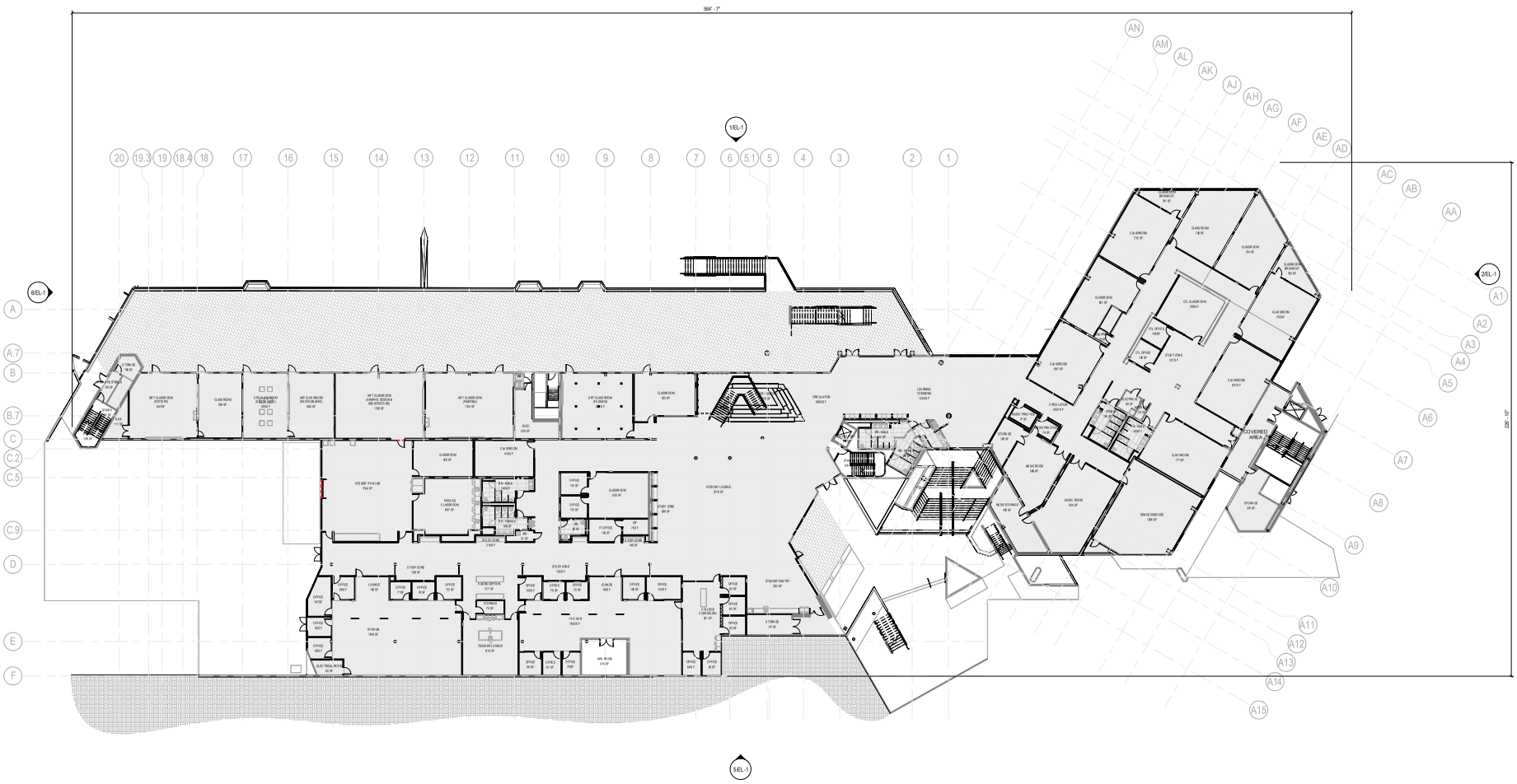
Scale
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564' - 7"
172' - 8"
COVERED AREA
COVERED AREA
COVERED AREA
GYMNASIUM
CLASS ROOM
CLASS ROOM
CLASS ROO



01 MIDDLE FLOOR PLAN
SCALE: 1/16" = 1'0"

SHEET NOTES

GENERAL NOTES

LEGEND

EXISTING CONSTRUCTION TO REMAIN

FLOOR AREA PER LAMC SEC. M.1.7.A OF CHAPTER 1A

FLOOR AREA THIS LEVEL = 31,262 SF
TOTAL ALL LEVELS = 120,255 SF

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Project Name
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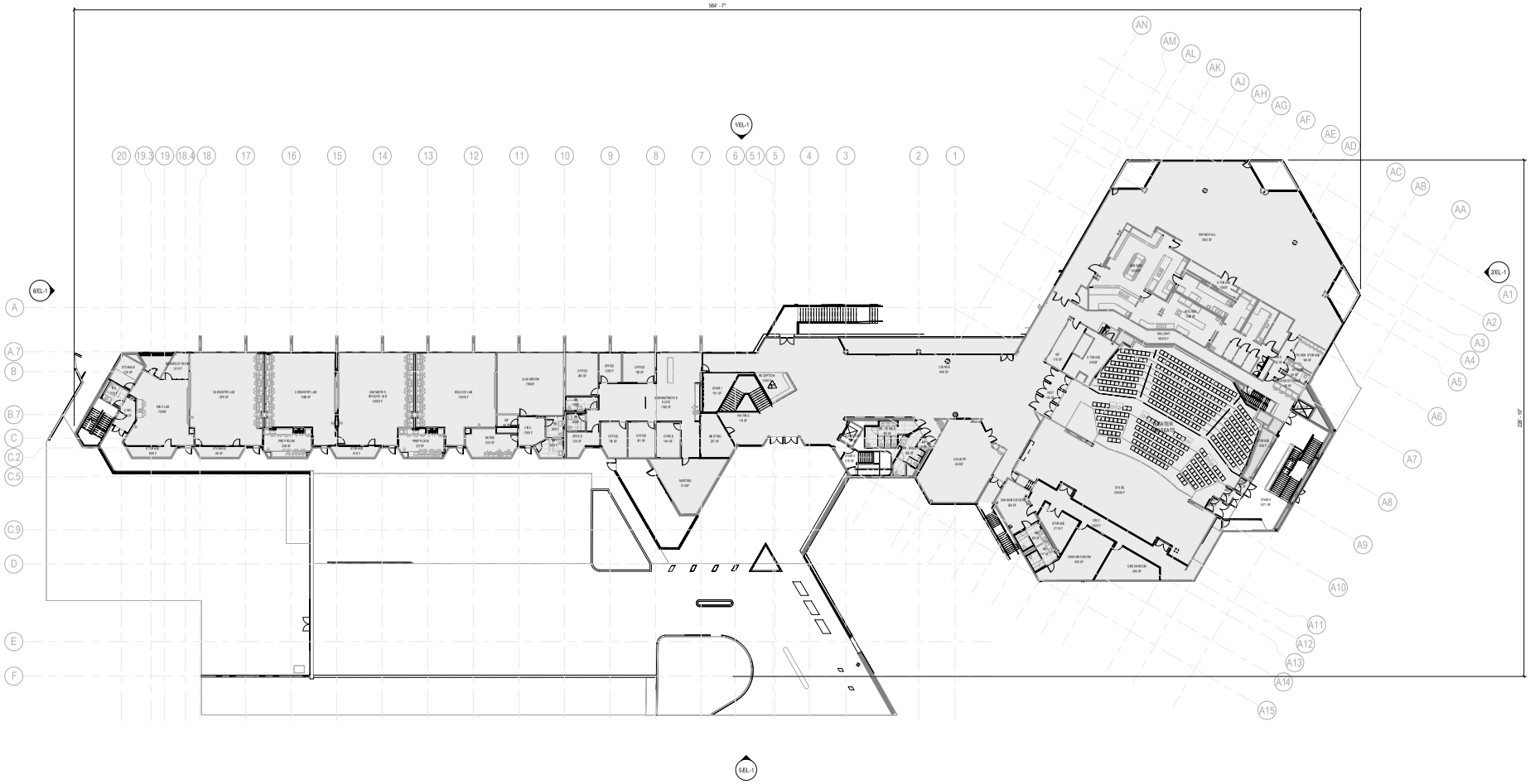
Description
MIDDLE FLOOR PLAN

Scale
As indicated

FP-1-C2

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01 UPPER FLOOR PLAN

SCALE: 1/16" = 1'0"

SHEET NOTES

GENERAL NOTES

LEGEND

EXISTING CONSTRUCTION TO REMAIN

FLOOR AREA PER LAMC SEC. M. 1.7. A OF CHAPTER 1A

FLOOR AREA THIS LEVEL = 31,262 SF
TOTAL ALL LEVELS = 120,255 SF

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△ Date Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

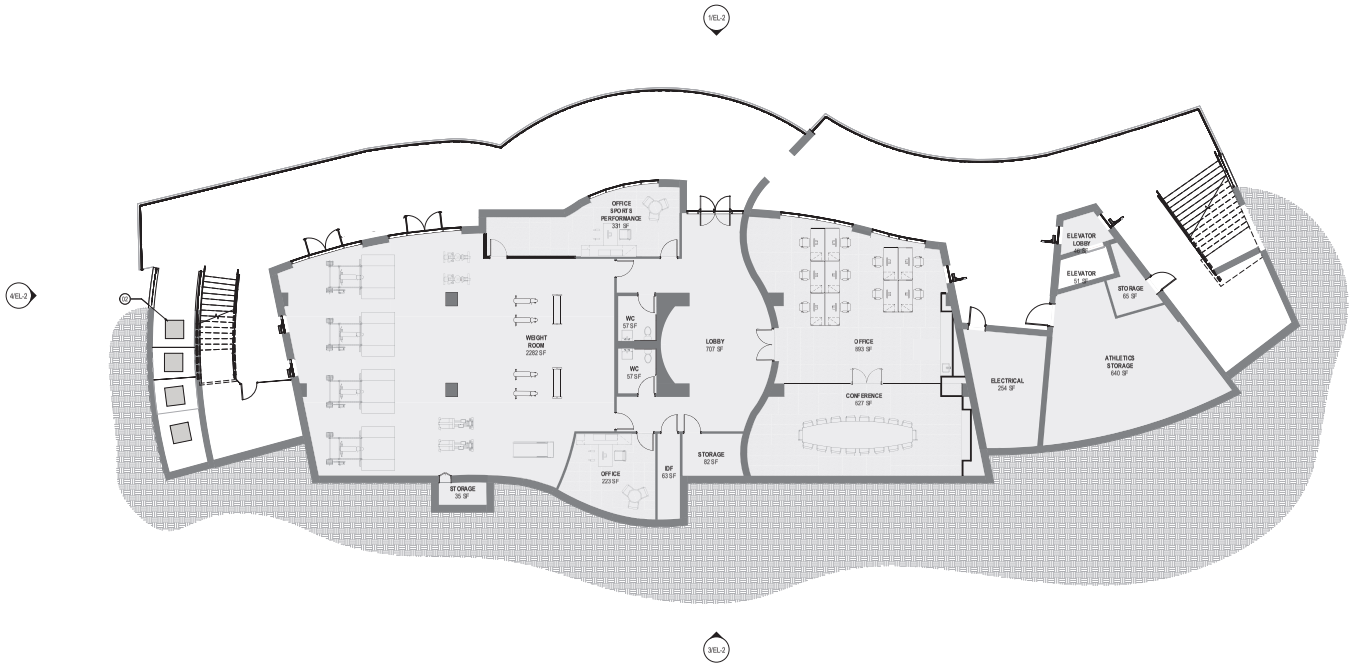
Description
UPPER FLOOR PLAN

Scale
As indicated

FP-1-C3

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1 LOWER FLOOR
SCALE: 1/8" = 1'-0"

SHEET NOTES

GENERAL NOTES

LEGEND

EXISTING CONSTRUCTION TO REMAIN

FLOOR AREA PER LAMC SEC 14.1.7.A OF CHAPTER 1A

FLOOR AREA THIS LEVEL = 31,262 SF
TOTAL ALL LEVELS = 120,255 SF

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Date Description

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

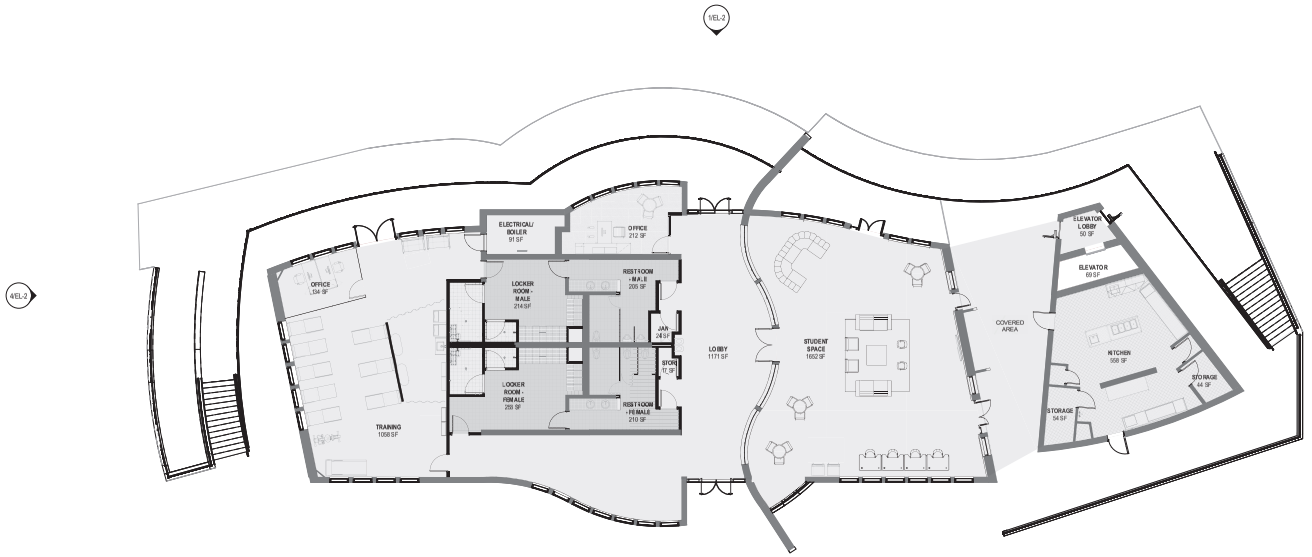
Description
CONSTRUCTION PLAN - LOWER FLOOR

Scale
As indicated

FP-2-C1

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1 UPPER FLOOR

SCALE: 1/8" = 1'-0"

SHEET NOTES

GENERAL NOTES

LEGEND

EXISTING CONSTRUCTION TO REMAIN

FLOOR AREA PER LAMC SEC 14.1.7.A OF CHAPTER IA

FLOOR AREA THIS LEVEL = 31,262 SF
TOTAL ALL LEVELS = 120,255 SF

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Seal / Signature

NOT FOR CONSTRUCTION

Project Name
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Project Number
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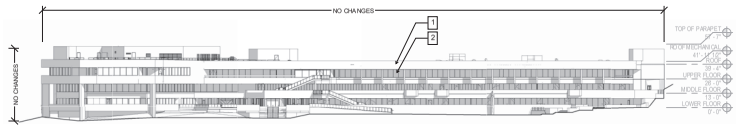
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CONSTRUCTION PLAN - UPPER FLOOR

Scale
As indicated

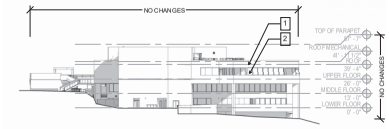
FP-2-C2

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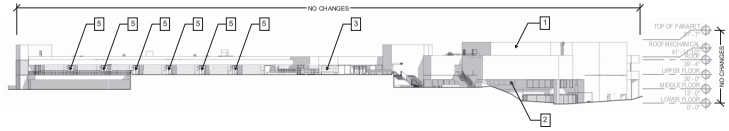
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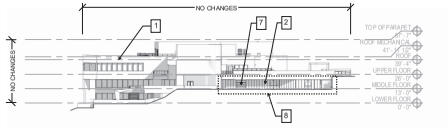
1 **WEST ELEVATION** (FACING MULHOLLAND DRIVE) 1"=40'
EXISTING/ PROPOSED (NO CHANGES)



2 **NORTH ELEVATION** 1"=40'
EXISTING/ PROPOSED (NO CHANGES)



3 **EAST ELEVATION** (FACING CASIANO ROAD) 1"=40'
EXISTING/ APPROVED



4 **SOUTH ELEVATION** 1"=40'
EXISTING/ APPROVED

SHEET NOTES

LEGEND
1. EXISTING EXTERIOR PLASTER, TYP. NO CHANGE IN MATERIAL OR COLOR
2. EXISTING GLAZING, TYP. NO CHANGES
3. EXISTING LAPPED METAL COPPER-COLORED PANEL, TYP. NO CHANGES
4. EXISTING/APPROVED GLAZED STOREFRONT DOORS WITH SIDELIGHTS, MULLIONS TO MATCH EXISTING
5. EXISTING/APPROVED VERTICAL LIFT DOOR FINISHED TO MATCH EXISTING STOREFRONT
BY THE BUILDING ITSELF TO THE WEST AND THE TERRAIN OF THE SITE TO THE EAST

GENERAL NOTES

LEGEND

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LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

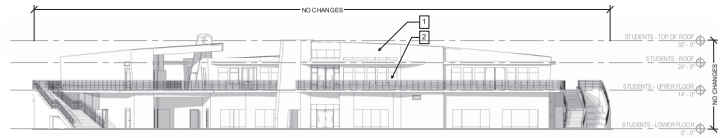
Description
ELEVATIONS - ACADEMIC ADMIN BUILDING

Scale

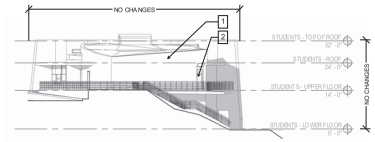
EL-1

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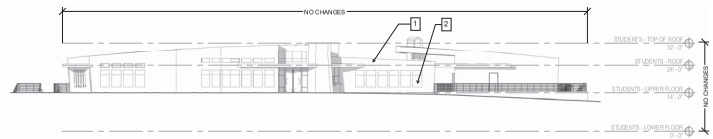
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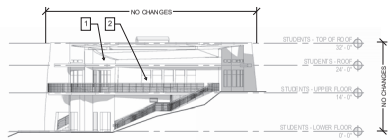
1 **WEST ELEVATION** (FACING MULHOLLAND DRIVE) 1/16"=1'
EXISTING/ PROPOSED (NO CHANGES)



2 **NORTH ELEVATION** 1/16"=1'
EXISTING/ PROPOSED (NO CHANGES)



3 **EAST ELEVATION** (FACING CASIANO ROAD) 1/16"=1'
EXISTING/ PROPOSED (NO CHANGES)



4 **SOUTH ELEVATION** 1/16"=1'
EXISTING/ PROPOSED (NO CHANGES)

SHEET NOTES

LEGEND
1. EXISTING EXTERIOR PLASTER, TYP. NO CHANGE IN MATERIAL OR COLOR
2. EXISTING GLAZING, TYP. NO CHANGES

GENERAL NOTES

LEGEND

2/19/2026 11:15:16 AM
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Milken Community School
2845 North Casiano Road, Los Angeles, California 90077

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3600
Fax 213.327.3601

LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

Description
ELEVATIONS - STUDENT UNION BUILDING

Scale

EL-2

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Exhibit B- Renderings

Milken East Existing

A view from above the I-405 Freeway



Exhibit C- Environmental Clearance
(Categorical Exemption; ENV-2025-3450-CE)

1- Notice of Exemption
2- Categorical Exemption Justification
3- Tree Disclosure Statement
4- Owner’s Declaration of Biological Resources
5- Biological Analysis
6- Transportation Analysis
7- Noise Technical Report
8- Air Quality Technical Report
9- Hydrology and Water Resources Technical Report
10- Utility Infrastructure Technical Report
11- Fire Protection Report

COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2025-3449-CU3-SPPC-DRB-MSP

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2025-3450-CE
PROJECT TITLE	COUNCIL DISTRICT
Milken Community School East Campus	CD 5 – Yaroslavsky

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
2485, 2791, 2785 North Casiano Road

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
Reuse of an existing campus for the operation of a Private High School, grades 9-12. No new construction or additional square footage is proposed, interior remodel only.

NAME OF APPLICANT / OWNER:
Tarryn Breskal, CFO/COO Milken Community School

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Mark Armbruster, Armbruster Goldsmith & Delvac LLP	(310)254-2199

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **CEQA Guidelines Sections 15301 / Class 1, 15303 / Class 3, 15314 / Class 14, 15332 / Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b)

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

The project is exempt because it involves the development of [up to three single family homes or 6 multi-family units]. None of the exceptions to the Categorical Exemption Under CEQA Guidelines Section 15300.2 applies to the proposed project. (a) Location: Although the project is located within a hillside area and within the Santa Monica Mountains Zone, as analyzed in ZIMAS, the subject site does not contain an officially mapped environmental resource of hazardous or critical concern. (b) Cumulative Impact: Per ZIMAS, the LADBS Haul Route Status Table, and Navigate LA, there are no concurrent approved or pending projects or haul routes within the same place of the project site. The proposed Project will not result in significant cumulative impacts from successive projects of the same type in the same place. (c) Unusual Circumstances: The project will not have a significant effect on the environment due to unusual circumstances. Adjacent lots are developed with single-family dwellings and institutional use buildings, and the subject site is of similar size and slope to nearby properties of institutional use. The project site is located in a typical urbanized area of the Bel Air- Beverly Crest Community Plan, and the project would be consistent with the designated zoning and would adhere to all requirements of the LAMC. The project is not unusual for the vicinity of the site, and is similar in scope to other existing institutional uses in the area. Furthermore, there is not a reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances. The project site is located in the Very High Fire Hazard Severity Zone and will comply with the specific requirements for landscaping and brush clearance. (d) Scenic Highways: The project is not in the vicinity of a state scenic highway and will not damage scenic resources in a state scenic highway. (e) Hazardous Waste Sites: The project site is not on a list compiled pursuant to Government Code Section 65962.5 related to hazardous waste sites. (f) Historical Resources: Per ZIMAS, SurveyLA, and/or Historic Places LA, the project site is not identified or eligible as a historical resource. The project will not cause a substantial adverse change in the significance of a historical resource.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project; no unusual circumstance is found.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Tiffany Corrales *Tiffany Corrales*	Planning Assistant
ENTITLEMENTS APPROVED	

DISTRIBUTION: County Clerk, Agency Record Rev. 9-17-2025

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300
CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

PRISCILLA CHAVEZ
MARTINA DIAZ
SARAH JOHNSON
PHYLLIS KLEIN
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CITY OF LOS ANGELES
CALIFORNIA

KAREN BASS
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

CRAIG R. WEBER
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2025-3450-CE

2845, 2791, 2785 North Casiano Road

Project Description

The Project located at 2845, 2791, 2785 North Casiano Road will be analyzed for the purpose of the California Environmental Quality Act (CEQA) review for the reuse of an existing campus for the operation of a Private High School. The Project is in compliance with the Baseline Hillside Ordinance and requires no further discretionary actions. As a school developed in an area zoned for such use, this Project qualifies for the Class 15301, 15303, 15314, and 15332 Categorical Exemptions.

The proposed project is for the reuse of an existing university campus facility (American Jewish University) for the operation of a Private High School (Milken Community School) with a maximum student enrollment of 900 students grades 9 through 12. No new construction, exterior renovations, or additional square footage is proposed. Proposed interior-only renovations propose the reconfiguration of existing square footage, an increase in the classroom count from 25 classrooms to a total of 40 classrooms. Proposed hours of operation are weekdays Monday to Friday from 7:30 a.m. to 3:30 p.m. for regular school hours and from 3:30 until 6:30 p.m. for after-school extracurricular activities, including sports. A limited number of faculty and students will have access to the campus on Saturdays and Sundays for extracurricular activities during both the regular school year and summer school and summer day camp sessions. Summer school and summer day camp hours of operation are 8:30 a.m. to 3:30 p.m. Monday through Friday. There will be a maximum of six special events per school year which will last until 10:00 p.m. in the evening.

The site is in the Inner and Outer Corridors of the Mulholland Scenic Parkway Specific Plan, and is upslope and Visible from the Mulholland Drive right-of-way. The project does not propose any tree removals or grading.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions.

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative Impacts; (c) Unusual circumstances; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located– a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The subject site is located 3.9 Kilometers from the Hollywood Fault, in a Hillside Area, is identified as a, Urban Agricultural Incentive Zone, Very High Fire Hazard Severity Zone, and BOE Special Grading Area; however, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. Specifically, the following RCMs would apply:

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter dated December 13, 2021, for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply

with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- ground stabilization
- selection of appropriate foundation type and depths
- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include but are not limited to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include but are not limited to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction**

Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

- Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-NOI-1 (Noise Ordinance):** The project shall conform with the City's noise regulations that have taken effect pursuant to Ordinance 144,331 et sequentia. These measures include but are not limited to LAMC Section 41.40 for Construction Noise, LAMC Section 113.01 for Rubbish and Garbage Collection, LAMC Section 114.0 for Vehicle loading or unloading (Deliveries), LAMC Section 112.01(c) for Noise Emitting.

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit**. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering**. If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order

No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan**. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices**. The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment in which the Project is located. In addition, all haul routes applications require the submittal of a Geology and Soils Report to the Department of Building and Safety (DBS). In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with the Baseline Hill Ordinance No. 181, 624 adopted after May 9, 2011, Modifications to Single-Family Zones and Single-Family Zone Hillside Area Regulations ZI-2462 effective March 17, 2017 and State Enterprise Zone ZI-2374. Thus, in conjunction with the above RCMs and compliance with other applicable regulations, the location of the Project's will not result in a significant impact based on its location.

Cumulative Impacts. *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The project does not propose any grading, therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

Unusual Circumstances. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

Adjacent lots are developed with single-family dwellings to the south and institutional uses to the east and west, across the San Diego Freeway, and the subject site is of a similar size and slope to nearby institutional properties. The project does not propose the removal of any trees. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

The Project proposes to use and maintain an existing school campus in an area zoned and

designated for such development. Adjacent lots to the south are developed with single-family dwellings and to the east and west, across the San Diego Freeway, are developed with institutional uses, and the Subject Site is of a similar size and slope to nearby institutional properties. This type of project is not unusual for the vicinity of the Subject Site and is similar in scope to other existing institutional uses in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project is approximately 8 miles east of State Route 27. Therefore, the project will not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

Hazardous Waste. *A categorical exemption shall not be used for a project located on a site which is included on any list complied pursuant to Section 65962.5 of the Government Code.*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the Project Site does not indicate the Site may be hazardous or otherwise contaminated and this exception does not apply.

Historic Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The Project Site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the Site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CEQA Determination – Class 1 Categorical Exemption Applies

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The project qualifies for Class 1 Categorical Exemption because it is for the use and maintenance of an existing school and interior renovations, but no new construction or exterior improvements.

CEQA Determination – Class 3 Categorical Exemption Applies

Class 3 consists of the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in

the exterior of the structure. The proposed project qualifies for Class 3 Categorical Exemption because it involves the reuse of existing university buildings for a proposed high school use with no additional square footage and no exterior modifications.

CEQA Determination – Class 14 Categorical Exemption Applies

Class 14 consists of minor additions to existing schools within existing school grounds where the addition does not increase the original student capacity by more than 25% or ten classrooms, whichever is less. The project qualifies for Class 14 Categorical Exemption because the proposed maximum student enrollment of 900 students is less than the originally approved 1,400 students.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as a habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by all required utilities and public services.

(a) *The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.*

The site is located at 2485, 2791, 2785 North Casiano Road and is currently improved with an existing university campus. The site is zoned RE15-1-H-HCR and RE40-1-H-HCR and has a General Plan Land Use Designation of Very Low II and Minimum Residential. The proposed project is in conformance with the applicable Bel Air- Beverly Crest Community Plan designation and policies and all applicable zoning designations and regulations. The proposed Private High School is a permitted use in the Institutional Corridor of the Mulholland Scenic Parkway Specific Plan.

(b) *The proposed development occurs within city limits on a project site no more than five acres substantially surrounded by urban uses.*

The subject site is surrounded by urban uses, including single-family residential dwelling units, an educational institution, and the San Diego Freeway (state highway 405). The proposed scope of work, which includes the footprints of the Academic and Administrative Building (60,000 square feet) and Student Union building (13,600 square feet), total 67,620 square feet, which is approximately 1.55 acres. Therefore, the footprint of the project scope is less than 5 acres.

(c) *The project has no value as habitat for endangered species, rare, or threatened species.*

As stated in the September 22, 2025 Biological Analysis, prepared by Zachary Neider, a biologist and certified arborist from Glenn Lukos Associates, the project possesses no value as habitat for endangered, rare, or threatened species, and as a result is consistent with CEQA Guidelines Section 15332, Class 32, Categorical Exemption.

(d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality*

As previously mentioned, the projects will be subject to Regulatory Compliance Measures

(RCMs). These require compliance with the City of Los Angeles: Noise Ordinance; National Pollutant Discharge Elimination System General Permit; Dewatering; Low Impact Development Plan; Stormwater Mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts on noise and water to less than significant. Furthermore, the projects do not exceed the threshold criteria established by LADOT for preparing a traffic study. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds.

As stated in the October 30, 2025 Transportation Analysis, prepared by Sarah M. Drobois, P.E., Emily Wong, P.E., and Rebecca Avanesia from Gibson Transportation Consulting, Inc., the project would not generate any VMT, design hazards, or emergency access impacts. In addition to this less-than-significant VMT impact, the proposed school will 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. It is also stated that the project is not anticipated to result in any operational deficiencies on the adjacent transportation system. Therefore, the project would be exempt from further CEQA analysis. Furthermore, the project was submitted to the Department of Transportation for a Transportation Study Assessment, in which it was found that the net increase of daily vehicle trips would not trigger further transportation analysis.

As stated in the November 2025 Noise Technical Report, prepared by Acoustical Engineering Services, Inc., the on-site stationary sources noise impacts, off-site roadway traffic noise impacts, and composite noise level impacts would be less than significant and, therefore, no mitigation measure is required.

As stated in the November 2025 Air Quality Technical Report, prepared by Ramboll Americas Engineering Solutions, Inc., the proposed project is consistent with the 2022 Air Quality Management Plan (AQMD) and the 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and would not impair the region's ability to achieve the South Coast AQMD Governing Board's (SCAQMD) goals for attainment of air quality standards. The proposed project would not result in any cumulatively considerable impacts for criteria pollutants for which the project legion in non-attainment. The maximum daily on-site emissions from operation of the proposed project are below the SCAQMD Localized Significance Threshold (LST) and therefore the project is not expected to expose sensitive receptors to substantial pollutant concentrations. Furthermore, the proposed project does include any uses identified by the SCAQMD as being associated with odors, and thus the proposed project would not result in odors adversely affecting a substantial number of people.

As stated in the November 19, 2025 Hydrology and Water Resources Technical Report, prepared by KPFF Consulting Engineers, no significant impacts have been identified for surface water hydrology, surface water quality, groundwater hydrology or groundwater quality for this project.

As detailed above, the project would not result in any significant effects to traffic, noise, air quality, or water quality.

(e) The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services.

As stated in the Utility Infrastructure Technical Report: Water and Wastewater prepared on

November 13, 2025 by KPFF Consulting Engineers, LADWP would be able to supply the water demands of the proposed project as well as support for future growth. Therefore, the cumulative impacts on water supply would be less than significant. Additionally, the Fire Protection Report, prepared by KPFF Consulting Engineers on November 13, 2025, the project site has adequate fire flow available to demonstrate compliance with LAMC Section 57.507.3.1.

As detailed above, the proposed project meets all the above conditions, and therefore qualifies for Class 32 Categorical Exemption.

Furthermore, the project is not exempt from the use of a categorical exemption due to location, cumulative impact of similar projects, or unusual circumstances. The project is not located on a state designated scenic highway or hazardous waste site. The project is not the site of a historic resource. Therefore, as set forth in State CEQA Guidelines Section 15300.2, there are no exceptions that would prohibit the use of any categorical exemption.

APPLICATIONS

TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires the protection of specific trees/shrubs located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

In addition to the submittal of the Tree Disclosure Statement, the second portion of this form is the Tree Letter. If the Tree Disclosure Statement indicates the presence of protected trees/shrubs on the project site, including within the public right-of-way, that will not be removed or impacted by the project, then the Tree Letter will be required. When the Tree Letter is required, a Tree Expert will need to conduct an initial field analysis clarifying how the project will have no impact on protected trees/shrubs, including protected species within the public right-of-way. Additionally, as part of the Tree Letter, the Tree Expert will need to provide a Tree Plan which details the existing trees on site, as well as a list with photographs of all trees on site and within the public right-of way. Instead of filing a Tree Report which details the level of impact to the trees on site, the Tree Expert will complete the Tree Letter when there will not be any impacts to trees/shrubs due to the proposed project. A copy of the form shall be submitted to the project's administrative files with Los Angeles City Planning.

If the Tree Disclosure Statement and/or the Tree Letter indicate that there are any protected trees/shrubs on the project site and/or protected tree/shrubs in the public right-of-way that may be impacted or removed as a result of the project, a Tree Report (CP-4068) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 2845 N Casiano Road, Los Angeles, CA 90077 (a.k.a. 15600 Mulholland Drive)

Date of Site Visit: 3/27/26

Tree Disclosure Statement

Complete all the following fields below:

Does the property contain any of the following protected trees or shrubs?

As defined in the Protected Tree Ordinance (Ord. No. 186,873), the minimum size requirement for a protected tree is four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree. The minimum size requirement for a protected shrub is four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

For reference purposes only, additional guidance and species identification information can be found in the Photographic Guide to the City of Los Angeles Protected Trees and Shrubs: https://streetsla.lacity.org/files/los-angeles-protected-trees-photo-guide-2024-septpdf

- ☑ **Yes** (Mark any that apply below)
  - ☑ Oak, including Valley Oak (Quercus lobota) and California Live Oak (Quercus agrifolia) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
  - ☐ Southern California Black Walnut (*Juglans californica*)
  - ☐ Western Sycamore (*Platanus racemosa*)
  - ☐ California Bay (*Umbellularia californica*)
  - ☐ Mexican Elderberry (*Sambucus mexicana*)
  - ☐ Toyon (*Heteromeles arbutifolia*)
- ☐ **No**
- ☐ If unsure, please mark here. A Tree Expert may be required to inspect possible protected species at the discretion of the City Staff.

Does the property propose to remove any of the protected trees or shrubs listed above (per Ordinance No. 186,873)?

☐ **Yes** ☑ **No**

*If **Yes**, a Tree Expert must complete the Tree Report. See Form CP-4068 for more details.*

*If **No**, a Tree Expert must complete the Tree Letter section below and provide all accompanying documentation.*

Have any trees or shrubs been removed in the last two years?

☐ **Yes** ☑ **No**,only removed downed trees during brush clearance

*If **Yes**, provide permit information:*_____

Have any protected trees or shrubs been removed in the last two years (as listed in Ordinance No. 186,873)?

☐ **Yes** ☑ **No**

*If **Yes**, provide permit information:*_____

Does the property contain any street trees in the adjacent Public Right-of-Way?

☐ **Yes** ☑ **No**

Is the project proposing to remove any existing protected species of street trees in the adjacent Public Right of Way?

☐ **Yes** ☑ **No**

*If **Yes**, a Tree Expert must complete the Tree Report. See Form CP-4068 for more details.*

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more in diameter at 4.5 feet above average natural grade at the base of the tree and/or is more than 35 feet in height?

☐ **Yes** ☑ **No**

Photo Index. Provide clear color photos of each tree in its entirety. The minimum photo size for each protected tree/shrub is 5” x 7” and must include the tree number, tree name, and recommendation on the same page. Multiple trees may be shown in one photo if there is a method to differentiate between individual trees. Indicate if any trees other than street trees are intentional ornamental plantings. Photo labels must correspond to the site plan for each of the following tree categories:

- Street trees in the adjacent public right-of-way
- Protected trees/shrubs (Ordinance No. 186,873)
- Other on-site trees (not including protected trees/shrubs nor significant/native trees)
- Off-site trees (include trees where their roots or canopy encroaches on the parcel)

Tree Letter (If Applicable)

This section is to be completed only by a Tree Expert. For Tree Expert credentials, refer to page 6.

Will the project remove or possibly create a substantial effect on any of the above-marked protected trees, protected shrubs, and/or protected tree/shrub species within the public right-of-way?

☐ **Yes.** The project will require a Tree Report (CP-4068) by a Tree Expert.

Please describe which of the above-protected trees and/or protected shrubs may be affected by the project:

☑ **No.** The project site will not remove or possibly create a substantial effect on any of the listed protected trees and/or protected shrubs and will not need a Tree Report.

Please describe how the project will not remove or possibly create a substantial effect on the protected trees and/or shrubs. Include strategies and management practices to protect and maintain the species on site such as methods for avoiding soil compaction or mechanical damage:

The "project" is only for a modification to the Conditional Use Permit (CUP) for the site, affecting school facility usage type, hours, and occupancy rate.

There is no proposed construction or physical site modification that would impact trees.

Additional Information Attached: ☑ **Yes** ☐ **No**

Photo Index. Provide clear color photos of each tree in its entirety. The minimum photo size for each protected tree/shrub is 5" x 7" and must include the tree number, tree name, and recommendation on the same page. Multiple trees may be shown in one photo if there is a method to differentiate between individual trees. Indicate if any trees other than street trees are intentional ornamental plantings. Photo labels must correspond to the site plan for each of the following tree categories:

- Street trees in the adjacent public right-of-way
- Protected trees/shrubs (Ordinance No. 186,873)
- Other on-site trees (not including protected trees/shrubs nor significant/native trees)
- Off-site trees (include trees where their roots or canopy encroaches on the parcel)

Tree Plan. Provide a site plan identifying the locations and species of all existing trees and shrubs (protected and) onsite. Append an 11" x 17" or larger legible site plan to the Tree Report. The site plan should also include the following information:

- Topography
- Color-coded tree/shrub symbols:
    - Yellow: Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to Southern California but excluding the Scrub Oak (*Quercus berberidifolia*)
    - Blue: Western Sycamore (*Platanus racemosa*)
    - Green: California Bay (*Umbellularia californica*)
    - Orange: Southern California black walnut (*Juglans californica*)
    - Pink: Mexican Elderberry (*Sambucus mexicana*)
    - Brown: Toyon (*Heteromeles arbutifolia*)
    - Purple: Significant Tree
- Approximate canopy extent (size and shape) and a Tree Protection Zone
- Locations of off-site trees that may be impacted by the project, if applicable
    - The footprint of any proposed buildings, walls, patios, pools, etc.
- The lot and proposed building(s) square footage

Tree Expert Credentials

Only to be completed by the Tree Expert of hire

Name of Tree Expert: Alison Lancaster

Mark which of the following qualifications apply:

- ☐ Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- ☐ Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- ☑ Registered consulting arborist with the American Society of Consulting
- ☐ Arborists

Certification/License No.: RCA #770

Tree Expert Name and Signature: Alison Lancaster ALISON LANCASTER ASCA **Date:** 3/27/26

PROPERTY OWNER AFFIDAVIT

Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer and/or County Assessor. In the case of partnerships, corporations, LLCs, or trusts, an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC, or trust, a disclosure identifying an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC, or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items 1-7 below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g., John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.
    - I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
    - I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
    - I understand if the application is approved, as part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
    - By my signature below, I declare under penalty of perjury under the laws of the State of California that foregoing statements are true and correct.

Property Owner's signature must be signed/notarized in the presence of a Notary Public. The City requires an original signature from the property owner with the "wet" notary stamp. A Notary Acknowledgment is available for your convenience on the following page.

Signature Breskal **Date** 2/12/2026

Print Name Taryn Breskal

Signature _____ **Date** _____

Print Name _____

Space Below for Notary's Use

California All-Purpose Acknowledgement **Civil Code ' 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On February 12, 2026 before me, Elana Vorspan, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Tarryn Breskal, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Seal

ELANA VORSPAN
COMM. #2511637
Notary Public - California
Los Angeles County
My Comm. Expires Mar. 4, 2029

Elana Vorspan
(Signature)

APPLICANT DECLARATION

A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the Tree Disclosure Statement can be accepted.

1. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning. I agree to revise the information as appropriate.
2. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmented a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
3. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
4. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
5. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
6. I understand that there is guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
7. I understand that if this application is denied, there is no refund of fees paid.
8. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions")), arising out of any City process or approval prompted by this Action, either in whole o r in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but is not limited to, the payment of all court costs and attorneys' fees, all judgements or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

9. I understand that the City is protected by numerous statutory immunities from liability for damages that may be caused by its land use regulatory actions, as set forth in Government Code, section 818, et seq. For instance, the City cannot be held liable for personal or property injuries or damages allegedly caused by its approval and issuance of any discretionary permit, entitlement or approval (Gov. Code § 818.4), or its failure to inspect or its negligence in inspecting a property for the purpose of determining whether the property complies with or violates any permit, entitlement or approval or contains or constitutes a hazard to health or safety (Gov. Code § 818.6).
10. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

The City requires an original; signature from the applicant. The applicant's signature below does not need to be notarized.

Signature _____ **Date** 2/12/2026

Print Name Taryn Brestal

TREE PLAN

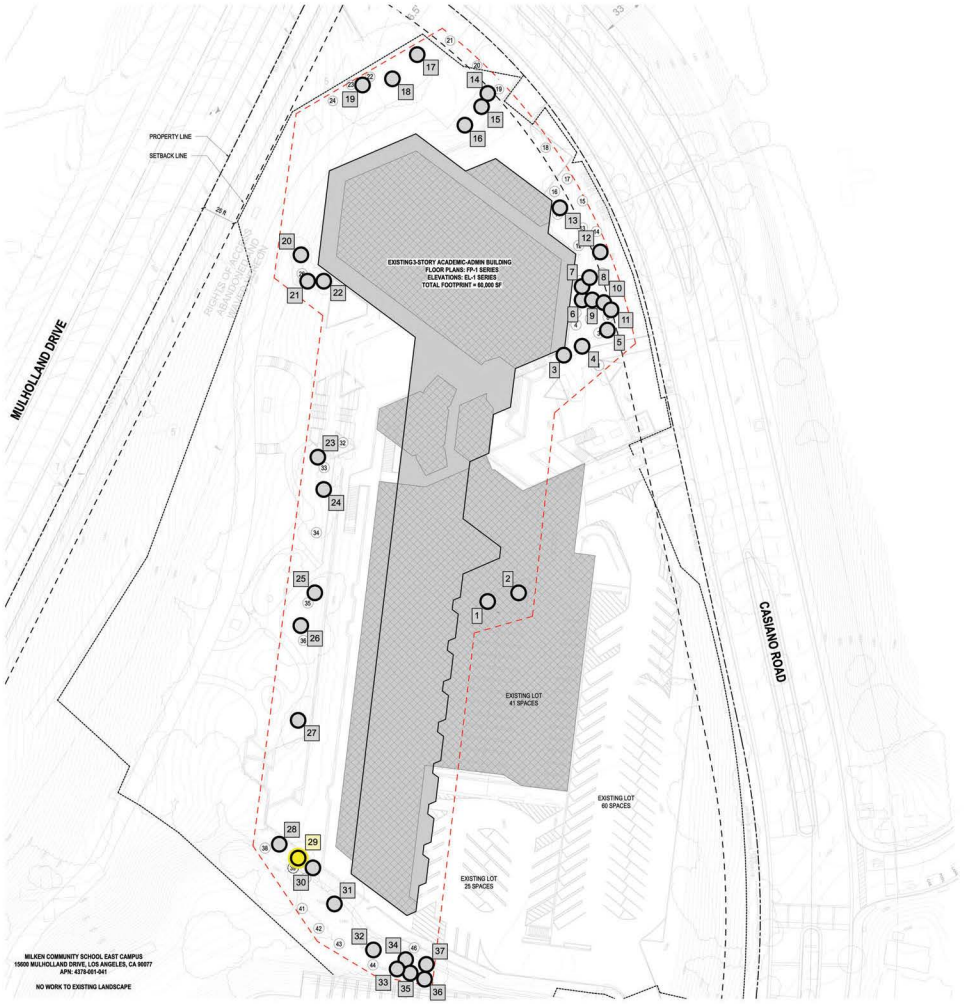
MILKEN COMMUNITY SCHOOL
2845 N CASIANO ROAD

SHEET 1 OF 2

Produced by
Alison Lancaster Consulting Arborists LLC

3/27/26

#WE-12648



LANDSCAPE PLAN LEGEND

- BUILDING FOOTPRINT
- BUILDING ROOF PLAN OUTLINE
- LANDSCAPE SCOPE LINE FOR DOCUMENTATION PURPOSES (NO LANDSCAPE WORK PROPOSED)
- PROTECTED NATIVE TREE
  COAST LIVE OAK
- OTHER ON-SITE TREE

TREE LOCATIONS ARE APPROXIMATE

Milken Community School
2845 North Casiano Road, Los Angeles, California 90077

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3000
Fax 213.327.3601

LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

Description
LANDSCAPE PLAN - ACADEMIC ADMIN BUILDING

Scale
As indicated

LP-1

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1 LANDSCAPE PLAN - ACADEMIC ADMIN BUILDING
SCALE: 1/32" = 1'-0"

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Alison Lancaster, ISA #WE-12648 - Academic Administration Building.rvt

TREE PLAN

MILKEN COMMUNITY SCHOOL
2845 N CASIANO ROAD

SHEET 2 OF 2

Produced by
Alison Lancaster Consulting Arborists LLC

3/27/26

#WE-12648



LANDSCAPE PLAN LEGEND

- BUILDING FOOTPRINT
- BUILDING ROOF PLAN OUTLINE
- LANDSCAPE SCOPE LINE FOR DOCUMENTATION PURPOSES (NO LANDSCAPE WORK PROPOSED)
- PROTECTED NATIVE TREE
  COAST LIVE OAK
- OTHER ON-SITE TREE

TREE LOCATIONS ARE APPROXIMATE

1 LANDSCAPE PLAN - STUDENT UNION BUILDING
SCALE: 1/16" = 1'-0"

Milken Community School
2845 North Casiano Road, Los Angeles, California 90077

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel 213.327.3000
Fax 213.327.3601

LADBS Approval Stamp

Date	Description

Seal / Signature

Project Name
East Campus - Academic Buildings Reuse

Project Number
005.4950.000

Description
LANDSCAPE PLAN - STUDENT UNION BUILDING

Scale
As indicated

LP-2

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Revit Version: 2024.0.0.0 - Build: 24.0.0.0

Project Name: Milken Community School
Address: 2845 N Casiano Road

TREE INVENTORY DATA

Field Date: 3/27/26

Tree #	Status**	Species		DSH***	Height****	Canopy*****	Physical Condition		Natural or Ornamental	Expected Disposition	Tree or Shrub Removal Reason	Replacement Ratio and Species
		Scientific Name	Common Name				Health	Structure				
1	Other On-Site Tree	*Olea europaea*	olive	6.5,6,5,5,4 @ 3'	18	9r	fair	good	ornamental	no impact	—	—
2	Other On-Site Tree	*Olea europaea*	olive	8,8,7 @ 2.5'	18	9r	fair	good	ornamental	no impact	—	—
3	Other On-Site Tree	*Koelreuteria bipinnata*	Chinese flame tree	8.5	30	7r	fair	fair	ornamental	no impact	—	—
4	Other On-Site Tree	*Koelreuteria bipinnata*	Chinese flame tree	8.5	30	7r	fair	fair	ornamental	no impact	—	—
5	Other On-Site Tree	*Cinnamomum camphora*	camphor	17	35	13r	good	fair	ornamental	no impact	—	—
6	Other On-Site Tree	*Eucalyptus citriodora*	lemon-scented gum	17	50	12r	fair	fair	ornamental	no impact	—	—
7	Other On-Site Tree	*Eucalyptus citriodora*	lemon-scented gum	12	50	12r	fair	fair	ornamental	no impact	—	—
8	Other On-Site Tree	*Eucalyptus citriodora*	lemon-scented gum	14	50	10r	fair	good	ornamental	no impact	—	—
9	Other On-Site Tree	*Eucalyptus citriodora*	lemon-scented gum	11	40	6r	fair	poor	ornamental	no impact	—	—
10	Other On-Site Tree	*Eucalyptus sideroxylon*	red ironbark	17	45	8r	fair	poor	ornamental	no impact	—	—
11	Other On-Site Tree	*Eucalyptus sideroxylon*	red ironbark	12	35	7r	fair	poor	ornamental	no impact	—	—
12	Other On-Site Tree	*Eucalyptus citriodora*	lemon-scented gum	13	50	11r	fair	fair	ornamental	no impact	—	—
13	Other On-Site Tree	*Cinnamomum camphora*	camphor	13 @ 4'	35	13r	good	fair	ornamental	no impact	—	—
14	Other On-Site Tree	*Eucalyptus sideroxylon*	red ironbark	23.5	50	11r	fair	poor	ornamental	no impact	—	—
15	Other On-Site Tree	*Eucalyptus sideroxylon*	red ironbark	14 @ 4'	25	7r	fair	poor	ornamental	no impact	—	—
16	Other On-Site Tree	*Eucalyptus sideroxylon*	red ironbark	19	45	13r	fair	poor	ornamental	no impact	—	—
17	Other On-Site Tree	*Platanus x hispanica*	London plane	14	30	15r	fair	fair	ornamental	no impact	—	—
18	Other On-Site Tree	*Platanus x hispanica*	London plane	13	35	11r	fair	fair	ornamental	no impact	—	—
19	Other On-Site Tree	*Platanus x hispanica*	London plane	17.5	30	12r	fair	fair	ornamental	no impact	—	—
20	Other On-Site Tree	*Juniperus chinensis* 'Torulosa'	Hollywood juniper	10,6.5,5,5	12	7r	fair	good	ornamental	no impact	—	—
21	Other On-Site Tree	*Juniperus chinensis* 'Torulosa'	Hollywood juniper	12,5,5,4 @ 2.5'	12	6r	fair	fair	ornamental	no impact	—	—
22	Other On-Site Tree	*Juniperus chinensis* 'Torulosa'	Hollywood juniper	8,7,6.5,6,5	15	6r	fair	good	ornamental	no impact	—	—
23	Other On-Site Tree	*Platanus x hispanica*	London plane	16	40	13r	fair	fair	ornamental	no impact	—	—
24	Other On-Site Tree	*Platanus x hispanica*	London plane	17.5	40	15r	fair	fair	ornamental	no impact	—	—
25	Other On-Site Tree	*Platanus x hispanica*	London plane	16	40	13r	fair	fair	ornamental	no impact	—	—

* No tag.
** Status is Protected Native Tree/Shrub (≥ 4" DSH - native oak, walnut, sycamore, bay, elderberry, toyon) or Other On-Site Tree (≥ 8" DSH - all other tree species) whose trunk is located inside designated Project Area.
*** Trunk diameter is measured in inches at standard height of 4.5 feet above grade, unless indicated otherwise.
**** Height is estimated in feet.
***** Canopy is the average canopy spread radius "r" estimated in feet.

Project Name: Milken Community School
Address: 2845 N Casiano Road

TREE INVENTORY DATA

Field Date: 3/27/26

Tree #	Status**	Species		DSH***	Height****	Canopy*****	Physical Condition		Natural or Ornamental	Expected Disposition	Tree or Shrub Removal Reason	Replacement Ratio and Species
		Scientific Name	Common Name				Health	Structure				
26	Other On-Site Tree	*Platanus x hispanica*	London plane	19	40	14r	fair	fair	ornamental	no impact	—	—
27	Other On-Site Tree	*Platanus x hispanica*	London plane	17	35	14r	fair	fair	ornamental	no impact	—	—
28	Other On-Site Tree	*Platanus x hispanica*	London plane	11	25	12r	fair	fair	ornamental	no impact	—	—
29	Protected Native Tree	*Quercus agrifolia*	coast live oak	9	25	9r	good	good	natural	no impact	—	—
30	Other On-Site Tree	*Platanus x hispanica*	London plane	8.5	25	6r	fair	poor	ornamental	no impact	—	—
31	Other On-Site Tree	*Platanus x hispanica*	London plane	16	30	15r	fair	fair	ornamental	no impact	—	—
32	Other On-Site Tree	*Pinus canariensis*	Canary Island pine	19	50	9r	good	good	ornamental	no impact	—	—
33	Other On-Site Tree	*Pinus canariensis*	Canary Island pine	14	45	7r	good	good	ornamental	no impact	—	—
34	Other On-Site Tree	*Pinus canariensis*	Canary Island pine	14	45	7r	good	good	ornamental	no impact	—	—
35	Other On-Site Tree	*Schinus molle*	Peruvian pepper	15	25	18r	good	fair	ornamental	no impact	—	—
36	Other On-Site Tree	*Schinus molle*	Peruvian pepper	8	10	6r	good	poor	ornamental	no impact	—	—
37	Other On-Site Tree	*Pinus canariensis*	Canary Island pine	18	35	8r	good	fair	ornamental	no impact	—	—
38*	Other On-Site Tree	*Eriobotrya deflexa*	bronze loquat	~6,6 @ 1.5'	10	7r	good	fair	ornamental	no impact	—	—
39	Protected Native Tree	*Quercus agrifolia*	coast live oak	17	30	16r	fair	good	natural	no impact	—	—
40	Protected Native Tree	*Quercus agrifolia*	coast live oak	8	12	10r	fair	fair	natural	no impact	—	—
41	Other On-Site Tree	*Searsia lancea*	African sumac	13,11 @ 3.5'	20	12r	good	fair	ornamental	no impact	—	—

* No tag.
** Status is Protected Native Tree/Shrub (≥ 4" DSH - native oak, walnut, sycamore, bay, elderberry, toyon) or Other On-Site Tree (≥ 8" DSH - all other tree species) whose trunk is located inside designated Project Area.
*** Trunk diameter is measured in inches at standard height of 4.5 feet above grade, unless indicated otherwise.
**** Height is estimated in feet.
***** Canopy is the average canopy spread radius "r" estimated in feet.

TREE 1
Other On-Site Tree – olive (*Olea europaea*)
No Impact



TREE 2
Other On-Site Tree – olive (*Olea europaea*)
No Impact



TREES 3 and 4
Other On-Site Trees – Chinese flame trees (*Koelreuteria bipinnata*)
No Impacts



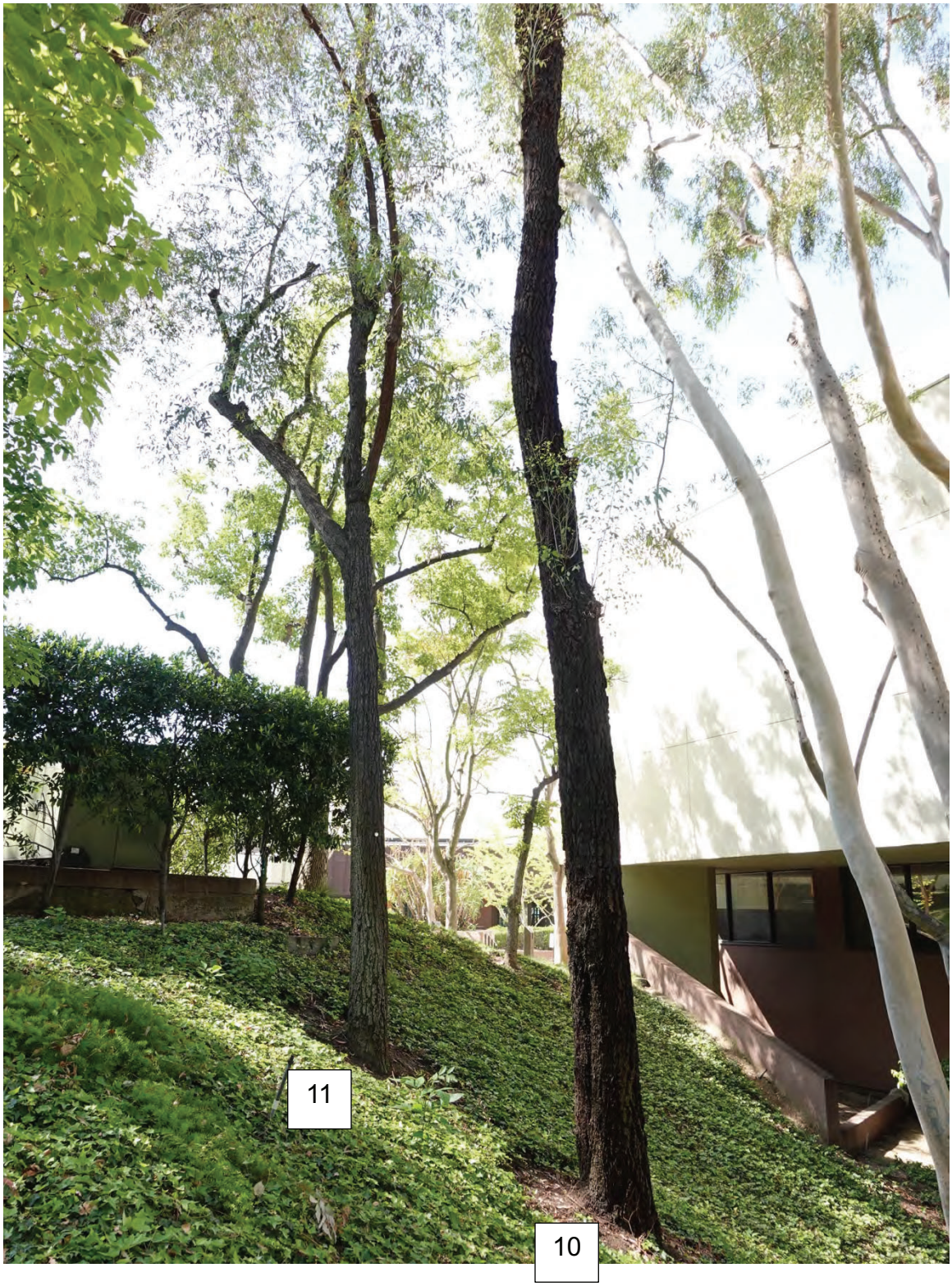
TREE 5
Other On-Site Tree – camphor (*Cinnamomum camphora*)
No Impact



TREES 6, 7, 8, and 9
Other On-Site Trees – lemon-scented gums (*Eucalyptus citriodora*)
No Impacts



TREES 10 and 11
Other On-Site Trees – red ironbarks (*Eucalyptus sideroxylon*)
No Impacts



TREE 12

Other On-Site Tree – lemon-scented gum (*Eucalyptus citriodora*)

No Impact



TREE 13
Other On-Site Tree – camphor (*Cinnamomum camphora*)
No Impact



TREES 14, 15, and 16
Other On-Site Trees – red ironbarks (*Eucalyptus sideroxylon*)
No Impacts



TREE 17

Other On-Site Tree – London plane (*Platanus x hispanica*)

No Impact



TREE 18
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 19
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREES 20, 21, and 22
Other On-Site Trees – Hollywood junipers (*Juniperus chinensis* 'Torulosa')
No Impacts



TREE 23
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 24
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 25
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 26

Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 27
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREE 28

Other On-Site Tree – London plane (*Platanus x hispanica*)

No Impact



TREE 29
Protected Native Tree – coast live oak (*Quercus agrifolia*)
No Impact



TREE 30

Other On-Site Tree – London plane (*Platanus x hispanica*)

No Impact



TREE 31
Other On-Site Tree – London plane (*Platanus x hispanica*)
No Impact



TREES 32, 33, 34, 35, 36, and 37

Other On-Site Trees – 32, 33, 34, and 37: Canary Island pines (*Pinus canariensis*)
35 and 36: Peruvian peppers (*Schinus molle*)
No Impacts



TREE 38
Other On-Site Tree – bronze loquat (*Eriobotrya deflexa*)
No Impact



TREE 39
Protected Native Tree – coast live oak (*Quercus agrifolia*)
No Impact



TREE 40

Protected Native Tree – coast live oak (*Quercus agrifolia*)

No Impact



TREE 41
Other On-Site Tree – African sumac (*Searsia lancea*)
No Impact



APPLICATIONS

OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: _____

Project Address or APN(s)[1]: 15600 Mulholland Dr., Los Angeles, CA 90077

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

- ☒ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)
  - ☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies
  - ☒ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)
  - ☐ Other sensitive/special resources requiring additional review: (Describe below)

    _____

    _____

- ☐ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

_____

[1] Include the entire site, not just the development footprint.

☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)

☒ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 15600 Mulholland Dr, Los Angeles, CA 90077 I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Sarah Shulkind

Owner Signature Sarah Shulkind

Date 11/13/2024

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

On November 13, 2024 before me, Elana Vorspan, Notary Public
(insert name and title of the officer)

Personally appeared Sarah Shulkind, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the ____ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Elana Vorspan (Seal)

ELANA VORSPAN
Notary Public - California
Los Angeles County
Commission # 2348888
My Comm. Expires Mar 4, 2025

APPENDIX A - REFERENCES

Qualified Biologist. A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menzesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement

GLENN LUKOS ASSOCIATES
Regulatory Services

September 22, 2025

Terryn Breskal, CFO/COO
Milken Community School
15800 Zeldins Way
Los Angeles, CA 90049

SUBJECT: Biological Analysis of Class 32 Categorical Exemption for the Milken Community School Project, Located at 15600 Mulholland Drive in the City of Los Angeles, Los Angeles County, California 90049

Dear Mr. Breskal:

This letter report serves as the technical documentation of a biological analysis conducted by Glenn Lukos Associates (GLA) to determine whether the Milken Community School Project (Project) is consistent with the biological requirements for a Class 32 Categorical Exemption pursuant to the California Environmental Quality Act (CEQA). Specifically, this letter report provides a consistency analysis for the proposed Project pursuant to CEQA Guidelines Section 15332(c), which requires the following for a project to be eligible for a Class 32 Categorical Exemption:

> *(c) The project site has no value as habitat for endangered, rare, or threatened species.*

For the purpose of this report, plants were considered "*endangered, rare, or threatened"* based on one or more of the following criteria: (1) Listing through the Federal and/or State Endangered Species Act (ESA); (2) California Rare Plant Rank 1A/1B, 2A/2B, 3, or 4; and/or (3) a Global (G) and/or State (S) ranking of category 3 or less.

Wildlife species were considered "*endangered, rare, or threatened"* based on one or more of the following criteria: (1) Listing through the Federal and/or State ESA; (2) Designation by the State as a Species of Special Concern (SSC) or California Fully Protected (FP) species; and/or (3) a Global (G) and/or State (S) ranking of category 3 or less.

1.0 SITE LOCATION AND DESCRIPTION

The Project is located within the City of Los Angeles, Los Angeles County, California [Exhibit 1 – Regional Map]. The Project site is depicted on the U.S. Geological Survey (USGS) Van Nuys topographic map at latitude 34.12935 N and longitude -118.47167 W, within Section 39, Township 1 South, and Range 15 West [Exhibit 2 – Vicinity Map]. The Project site occurs approximately 700 feet east of Interstate 405 and is bordered by Casiano Drive to the east, by existing paths and property landscaping and Mulholland Drive to the west, to the north by the junction of Casiano Drive and Mulholland Drive and to the south by contiguous development of the school property.

The entirety of the 21.7-acre Project site is developed and consists of two school buildings, the Academic Administration Building and the Student Union Building [Appendix A – Existing Site Plot Plan] with photos of existing structures included in Exhibit 4. Areas immediately surrounding the Project site include existing landscaping and ornamental trees. The Project will not alter the existing vegetation or landscaping on the Project Site. The Project will reuse the existing facilities and does not include any construction or increase in floor area. Therefore, no impacts to vegetation surrounding the Project site are anticipated.

2.0 PROJECT DESCRIPTION

The Project consists of the relocation of the high school component of the Milken Community School (MCS) existing approved school use to 15600 Mulholland Drive[1,2] (the "Project Site"). MCS currently operates a middle and high school on a site located to the west of the Project Site at 15900 Mulholland Drive,[3] which has a total permitted enrollment of 890 students in grades 6-12.

The Project Site, which is currently occupied by the former campus of the American Jewish University (AJU), is a 21.7-acre (approximately 945,761 square feet) site and is developed with several buildings (approximately 193,323 square feet), including:

1. The Main Building (approximately 125,000 square feet), consisting of classrooms, a library, a performing arts center and auditorium, a kitchen and cafeteria, religious use areas, and administrative offices;
2. A Student Union (approximately 13,600 square feet) building, consisting of recreational facilities and administrative offices;

[1] Also known as 2785, 2845, and 2791 N. Casiano Road.
[2] Los Angeles County Assessor Parcel Number 4378-001-041
[3] Los Angeles County Assessor Parcel Number 4490-001-026

3. Four student residence buildings (total of approximately 56,000 square feet);
4. Athletic fields and ornamental landscaping;
5. Approximately 396 automobile parking spaces; and
6. Campus security fencing, gates, and associated security kiosk (approximately 123 square feet).

The Project Site is the former AJU Familian Campus, which included university, high school, and evening/weekend classes, as well as on-site student housing.

The Project will make use of these existing facilities and does not include any construction or increase in floor area. The Project does not propose the removal of any protected or non-protected trees.

Upon approval of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site.

3.0 CONSISTENCY ANALYSIS

GLA biologist Zachary Neider conducted a site visit on August 25, 2025, to evaluate existing conditions at the Project site. The entirety of the 21.7-acre Project site is currently developed, with existing developed areas consisting of the Student Union Building, Academic Administration Building, parking lots, drives, and various other classrooms and halls, none of which possess value as habitat for any endangered, rare or threatened species. Vegetation surrounding the Project site will remain as is; the Project will not alter the existing vegetation or landscaping on the Project Site. As such, the proposed Project will not result in the removal of any vegetation.

4.0 CONCLUSION

The Project site possesses no value as habitat for endangered, rare, or threatened species, and as a result, is consistent with CEQA Guidelines Section 15332(c) for a Class 32 Categorical Exemption.

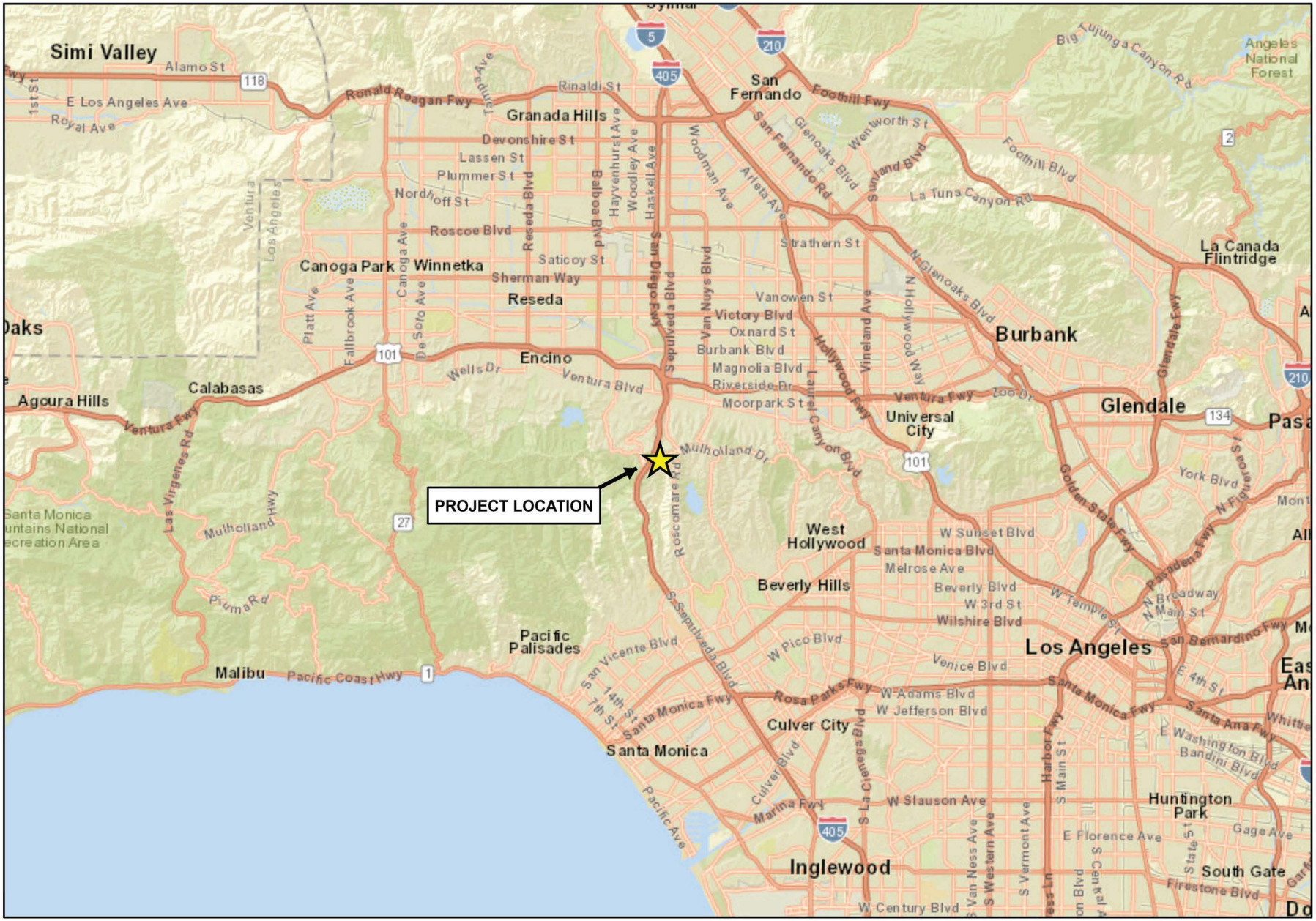
If you have any questions, please call me at (949) 340-2562.

Sincerely,

GLENN LUKOS ASSOCIATES, INC.

Zachary Neider
Biologist and Certified Arborist

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Source: ESRI World Street Map

N

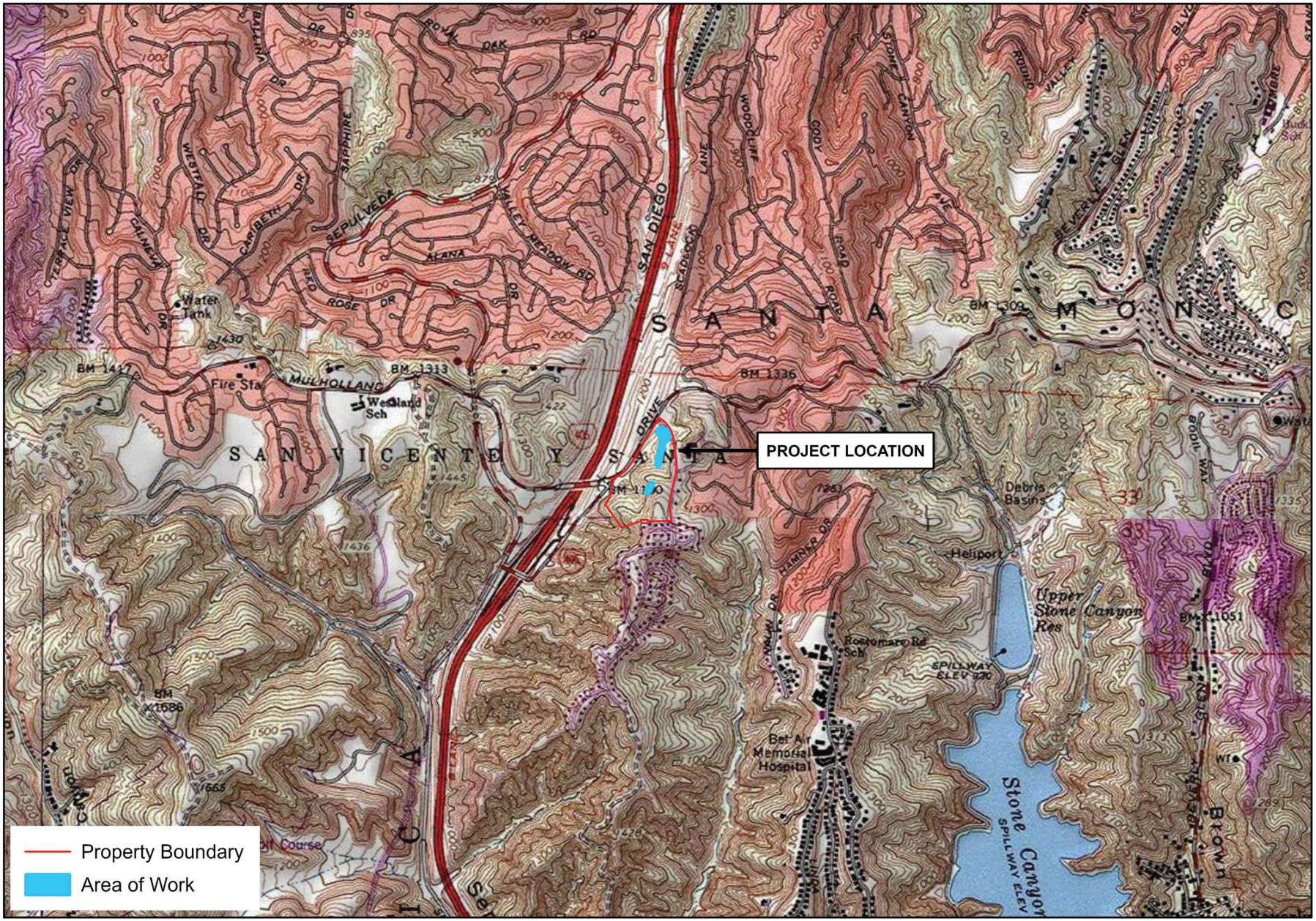
0 2 4 8 Miles

MILKEN COMMUNITY SCHOOL

Regional Map

GLENN LUKOS ASSOCIATES

Exhibit 1



Adapted from USGS Beverly Hills & Van Nuys, CA quadrangles

N

0 1,000 2,000 4,000 Feet

MILKEN COMMUNITY SCHOOL

Vicinity Map

GLENN LUKOS ASSOCIATES

Exhibit 2



Property Boundary

Area of Work

N

0 87.5 175 350

Feet

1 inch = 175 feet

Coordinate System: State Plane 6 NAD 83
Projection: Lambert Conformal Conic
Datum: NAD 1983 2011
Map Prepared by: K. Kartunen, GLA
Date Prepared: September 2, 2025

MILKEN COMMUNITY SCHOOL

Aerial Map

GLENN LUKOS ASSOCIATES

Exhibit 3

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MILKEN COMMUNITY SCHOOL
PROJECT

Site Photographs

Photograph 1: View looking north from west side of Academic-Admin building.

Photograph 2: View looking south along the Academic-Admin building.

Photograph 3: View looking west across the center of the Academic-Admin building.

Photograph 4: View looking southeast along the Academic-Admin building.

Photograph 5: View looking south along the Student Union building.

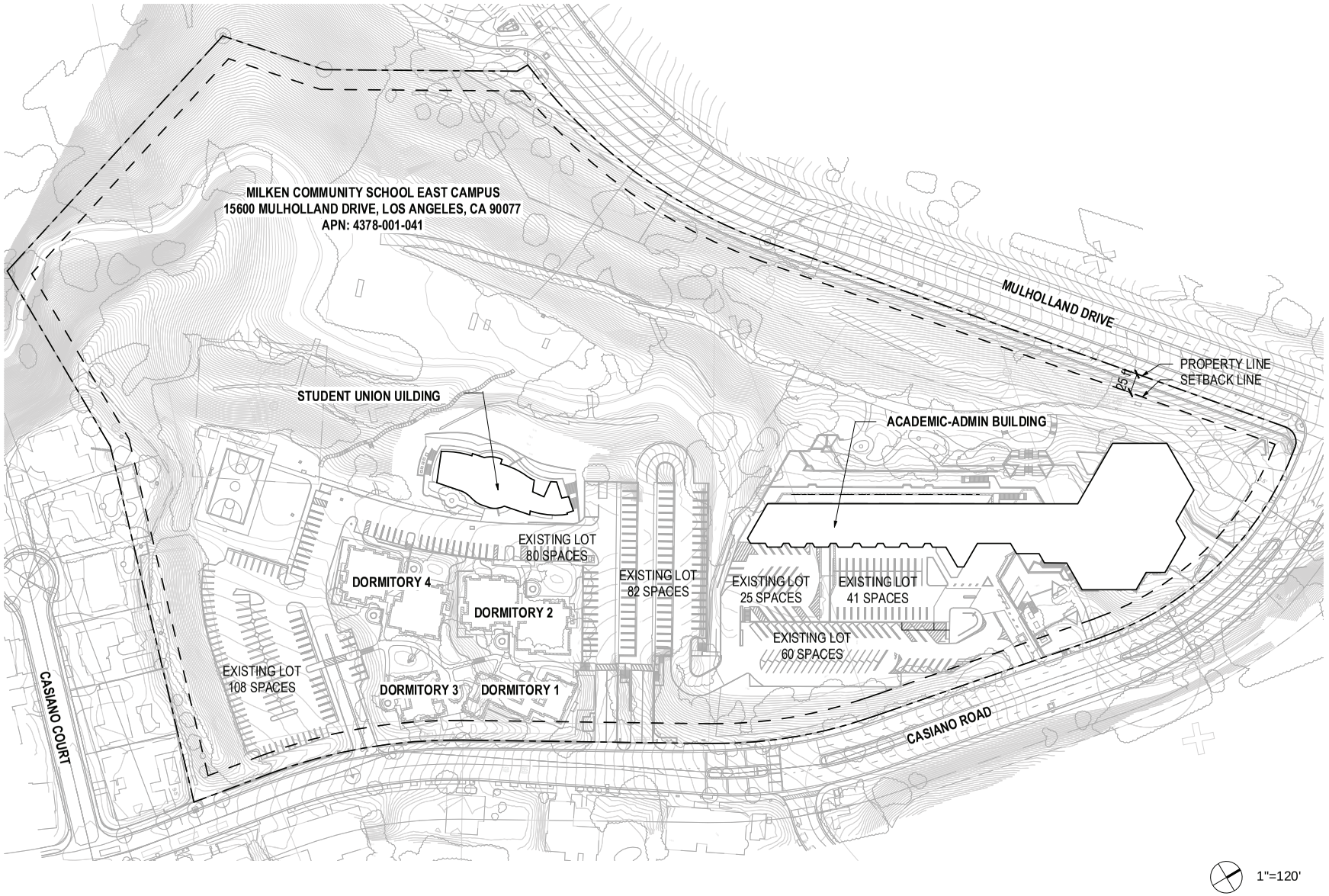
Photograph 6: View looking southwest along the Student Union building.

Photograph 7: View looking east along the Student Union building.

Photograph 8: View looking west across the Student Union building.

APPENDIX A

EXISTING SITE PLOT PLAN


MILKEN COMMUNITY SCHOOL EAST CAMPUS
15600 MULHOLLAND DRIVE, LOS ANGELES, CA 90077
APN: 4378-001-041
MULHOLLAND DRIVE
PROPERTY LINE
SETBACK LINE
25'-0"
STUDENT UNION UILDING
ACADEMIC-ADMIN BUILDING
EXISTING LOT
80 SPACES
DORMITORY 4
DORMITORY 2
EXISTING LOT
82 SPACES
EXISTING LOT
25 SPACES
EXISTING LOT
41 SPACES
EXISTING LOT
60 SPACES
EXISTING LOT
108 SPACES
DORMITORY 3
DORMITORY 1
CASIANO COURT
CASIANO ROAD
1"=120'

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

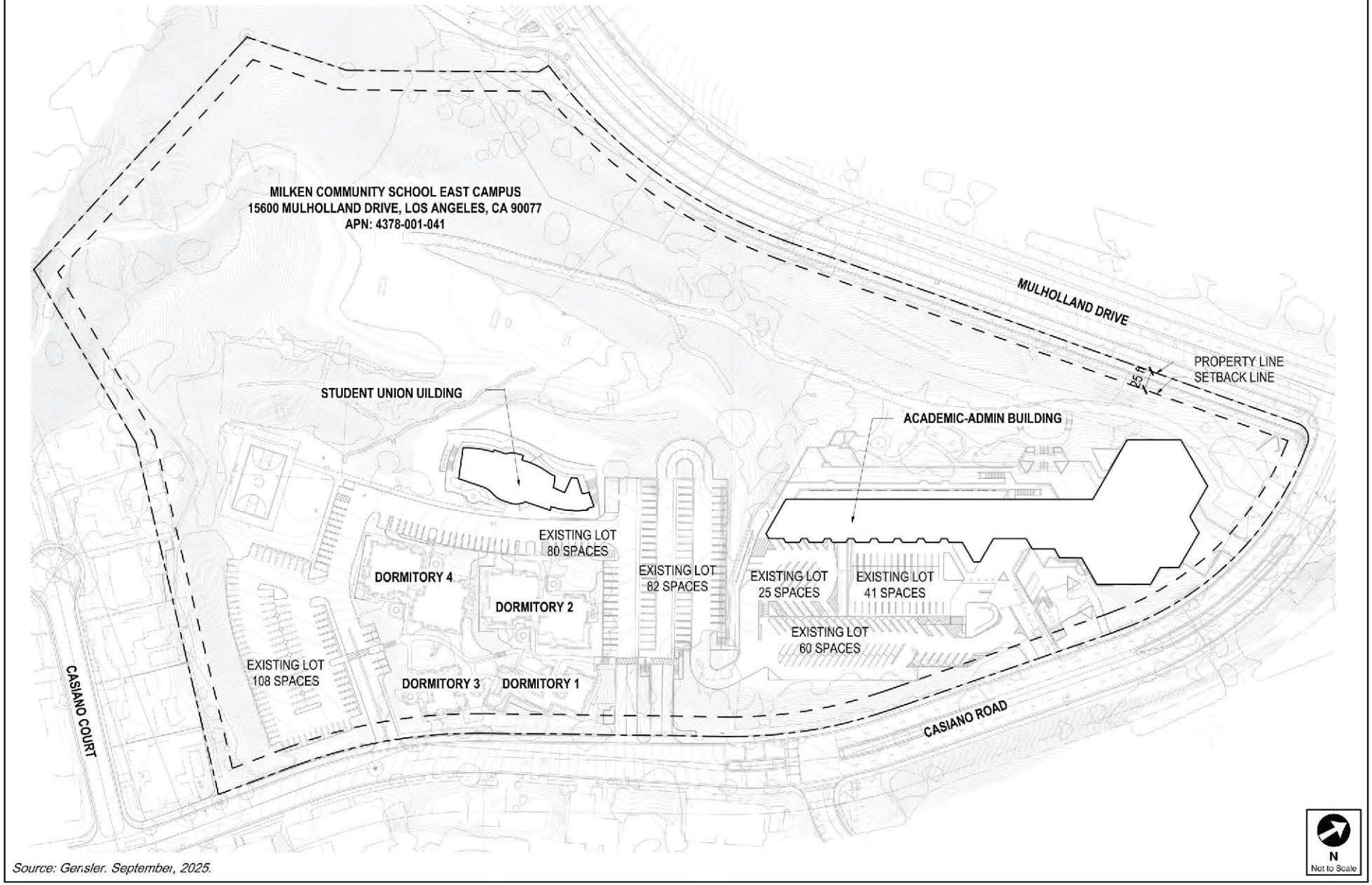
As previously detailed, the East Campus is located at the east end of the Mulholland Education Corridor, which includes the Wise School and Stephen S. Wise Temple. Primary access to the Wise School and Stephen S. Wise Temple is typically provided via Casiano Road. However, additional emergency access 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

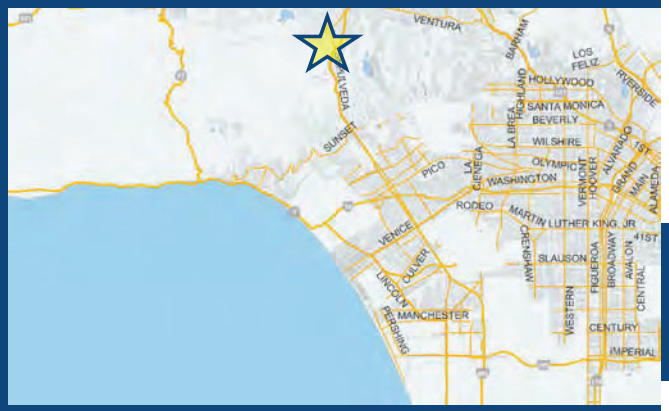
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

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

Noise Technical Report

MILKEN COMMUNITY SCHOOL – MILKEN EAST CAMPUS PROJECT

Prepared for:
Milken Community School (MCS)

November 2025

Report Ref:
R2025130.1

Prepared by:
Acoustical Engineering Services, Inc.
515 South Flower Street, 18th Floor
Los Angeles, CA 90071

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Appendix B – Operation Noise Calculations

EXECUTIVE SUMMARY

This Noise Technical Report (Report) analyzes potential noise impacts associated with the proposed relocation of the high school component of Milken Community School existing approved school use (Project) to the property commonly known as 15600 Mulholland Drive, located in the City of Los Angeles, California, as shown in Figure 1 (on page 7) (Project Site).

This Report has been prepared in support of the Project's application to the City of Los Angeles for a Conditional Use Permit (CUP) and environmental clearance pursuant to the requirements of the California Environmental Quality Act (CEQA).

Findings

To analyze the potential noise impacts of Project operations, the existing ambient noise environment at the sensitive noise receptors in the vicinity of the Project Site was measured and tabulated in this Report. The measured ambient sound data were utilized as baseline noise levels and in conjunction with the applicable standards and guidelines, was used to define the Project noise impact thresholds. All technical terms and levels of significance are explained in the body of this Report.

The key findings of the Report, all as more fully described later in this Report, are as follows:

Operational Noise Impacts

- On-site stationary noise sources including but not limited to building mechanical equipment and athletic activities (an athletic field, a basketball court, and volleyball court), were evaluated against the City's exterior noise standard. The estimated noise levels from the outdoor athletic activities would range from 34.6 dBA (L_{eq}) at receptor location R1 to 47.9 dBA (L_{eq}) at receptor location R4, which would be below the significance threshold of 5 dBA (L_{eq}) increase above the ambient noise levels. In addition to the L_{eq} noise analysis (per the LAMC), noise impacts in terms of L_{10} impact noise metric were also evaluated representing the intermittent noise levels. The outdoor athletic activities would range from 37.6 dBA (L_{10}) at receptor location R1 to 50.9 dBA (L_{10}) at receptor location R4, which would be below the significance threshold of a 10 dBA increase above ambient noise levels. Therefore, noise impacts associated with Project on-site stationary sources would be less than significant.

- Off-site roadway traffic noise impacts were analyzed based on traffic volumes provided in the Project's Transportation Assessment.[1] The Project would result in a

[1] *Gibson Transportation Consulting, Inc., Transportation Analysis for Milken Community School, Los Angeles, California, October 2025.*

maximum noise increase of 3.5 dBA and 1.7 dBA along Casiano Drive (between Stephen Wise Drive and Casiano Court), during the A.M. and P.M. peak hour, respectively. The estimated noise increases would be below the 5 dBA significance threshold. Therefore, off-site traffic noise impacts associated with the Project would be less than significant; and, therefore, no mitigation measure is required.

- A composite noise analysis was performed to evaluate the noise impacts from all Project-related noise sources, including on-site and off-site sources. The Project would result in a maximum increase of 0.6 dBA CNEL at receptor R1 to 0.8 dBA CNEL at receptor R3. The increases in noise levels due to Project operations at all off-site receptors would be below the 5 dBA CNEL significance threshold and the estimated noise levels would fall within the conditionally acceptable (60 to 70 CNEL) land use category for residential and school uses. Therefore, the composite noise level impacts due to Project operation would be less than significant; and, therefore, no mitigation measure is required.

1 Introduction

This Noise Technical Report (Report) has been prepared to evaluate potential noise impacts associated with the proposed relocation of the high school component of Milken Community School existing approved school use (Project) to the property commonly known as 15600 Mulholland Drive, located in the City of Los Angeles, California. This Report has been prepared pursuant to the requirements of the CEQA.

1.1 Project Description

The Project consists of the relocation of the high school component of Milken Community School ("MCS")'s from the site of existing approved school use to the property commonly known as 15600 Mulholland Drive, (the "Project Site") as shown in Figure 1 (on page 7). The MCS currently operates a middle and high school located to the west of the Project Site at 15900 Mulholland Drive, which has a total permitted enrollment of 890 students in grades 6-12. The Project will make use of these existing facilities and does not include any construction or increase in floor area. .

1.2 Purpose

The objectives of this Report are to:

a) Determine potential noise impacts on existing off-site noise sensitive uses from Project operation-related on-site stationary sources (i.e., mechanical equipment and athletic activities); and

b) Determine potential noise impacts on existing off-site noise sensitive uses from Project operation-related off-site mobile sources (auto traffic); and

c) Determine the potential cumulative noise impacts on existing off-site noise sensitive receptors from Project operation-related on-site stational sources and off-site mobile sources..



Source: Google Earth, 2025

Figure 1. Project Site Map

2 Environmental Setting

2.1 Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it interferes with speech communication, and hearing, causes sleep disturbance, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.[2] The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term "A-weighted" refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are provided in Table 1 (on page 9).

Generally, people judge the relative magnitude of sound sensation by subjective terms such as "loudness" or "noisiness." To the normal hearing a change in sound level of 3 dB is considered "barely perceptible," a change in sound level of 5 dB is considered "readily noticeable," and a change (i.e., increase) of 10 dB is generally recognized as "two times as loud."[3]

2.1.1 Outdoor Sound Propagation

In an outdoor environment, sound levels attenuate (reduce) through the air as a function of distance. Such attenuation is commonly referred to as "distance loss" or "geometric spreading," and is based on the noise source configuration (e.g., point source, or line source). For a point source, such as a piece of mechanical/electrical/construction equipment (e.g., air conditioner, electrical transformer, or bulldozer) the rate of sound attenuation is about 6 dB per doubling of distance from the noise source to the receptor over acoustically "hard" sites (e.g., asphalt and concrete surfaces) and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically "soft" sites (e.g., soft dirt, grass or scattered bushes and trees). For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of five feet would attenuate to 54 dBA at a distance of 10 feet if located on a "hard" site (52.5 dBA if located on a "soft" site). For a line source, such as a constant flow of traffic on a roadway, the rate of sound attenuation is about 3 dB per doubling of distance.[4]

In addition, structures (e.g., buildings and solid walls) and natural topography (e.g., hills) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receptor is located behind the wall but still has a view of the source (i.e., line-of-sight is not fully blocked), some

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2 *All sound levels measured in decibel (dB) in this study are relative to $2x10^{-5}$ N/m^2.*

3 *Caltrans, "Technical Noise Supplement (TeNS)", Table 2-10, 2013.*

4 *Caltrans, "Technical Noise Supplement (TeNS)", 2013.*

barrier insertion loss would still occur, however, to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may experience an increase in the perceived noise level as the wall reflects noise back to the receptor, thereby compounding the noise. Outdoor noise barriers can provide noise level reductions ranging from approximately 5 dBA (where a barrier just breaks the acoustic line-of-sight between the noise source and receiver) to an upper range of 20 dBA with a more substantial barrier.[5]

Table 1. Typical Noise Levels

Common Outdoor Activities	Noise Levels, dBA	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 1000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower at 100 feet	**70**	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	**60**	
		Large Business Office
Quiet Urban Daytime	**50**	Dishwasher Next Room
Quiet Urban Nighttime	**40**	Theater, Large Conference Room
Quiet Suburban Nighttime		(Background)
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall
	20	(Background)
		Broadcast/Recording Studio
	10	
	0	

Source: Caltrans, Technical Noise Supplement (TeNS), Table 2-5, 2013

2.1.2 Environmental Noise Descriptors

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider the total

[5] *Caltrans, "Technical Noise Supplement (TeNS)", 2013.*

acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors, including those used by the City, are summarized below.

Equivalent Sound Level (L_{eq}). L_{eq} is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the L_{eq} of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure. L_{eq} for one-hour periods, during the daytime or nighttime hours, and 24 hours are commonly used in environmental noise assessments. L_{eq} can be measured for any duration of time, but is typically measured for an increment of no less than 15 minutes for environmental studies. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during day or night.

Community Noise Equivalent Level (CNEL). CNEL is the time average of all A-weighted sound levels for a 24-hour day period with a 10 dBA adjustment (increase) added to the sound levels that occur in the nighttime hours (10:00 P.M. to 7:00 A.M.) and a 5 dBA adjustment (increase) added to the sound levels that occur in the evening hours (7:00 P.M. to 10:00 P.M.). These penalties attempt to account for increased human sensitivity to noise during the quieter nighttime periods, when the ambient background noise is less and where sleep is the most probable activity. In comparison, the 24-hour CNEL is approximately equal to the L_{eq} plus 7 dBA, for noise sources that are constant throughout the day, such as, mechanical equipment operating on a 24-hour basis. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan and is also used by the City of Los Angeles for land use planning.[6]

2.2 Applicable Noise Regulations

The City has adopted a number of regulations and policies, which are based in part on Federal and State regulations that are intended to control, minimize, or mitigate environmental noise effects. The Noise Element of the City of Los Angeles General Plan (General Plan) establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The City also has regulations to control unnecessary, excessive, and annoying noise, as set forth in the Los Angeles Municipal Code (LAMC) Chapter XI, Noise Regulation. In addition, the *L.A. CEQA Thresholds Guide* provides thresholds for determining construction noise impacts of a project. These regulations are described further below.

2.2.1 City of Los Angeles General Plan Noise Element

The overall purpose of the Noise Element of the General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure

[6] *State of California, General Plan Guidelines, 2003.*

of citizens to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the Project:[7]

- Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.

- Policy 2.1: Enforce and/or implement applicable City, State, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

- Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The City's noise compatibility guidelines are provided in Table 2 (on page 12).

[7] *Noise Element of the Los Angeles City General Plan, adopted February 3, 1999.*

Table 2. City of Los Angeles Guidelines for Noise Compatible Land Use

	Community Noise Exposure CNEL (dBA)			
Land Use	**Normally Acceptable**	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006.

2.2.2 City of Los Angeles Noise Regulations (Chapter XI of the LAMC)

Chapter XI, Noise Regulation, of the LAMC (referred to herein as the Noise Regulations) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources. In accordance with the Noise Regulations, a noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations. The 5-dBA increase above ambient is

applicable to City-regulated noise sources (e.g., mechanical equipment), and it is applicable any time of the day.[8]

The Noise Regulations state that the baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes, L_{eq} (15-minute), per LAMC Section 111.01(a). The City's presumed ambient noise levels for specific land use zones, as set forth in LAMC Section 111.03, are provided in Table 3 (below).

Table 3. City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime (7:00 A.M. to 10:00 P.M.) dBA (L_{eq})	Nighttime (10:00 P.M. to 7:00 A.M.) dBA (L_{eq})
Residential, School, Hospitals, Hotels	50	40
Commercial	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65
Source: LAMC Section 111.03.		

Section 112.01 of the LAMC specifies operation of amplified sound system (i.e., machine or device producing, reproducing or amplification of the human voice, music, or any other sound) shall not exceed the ambient noise level on the premises of any other occupied property by more than five (5) decibels.

Section 112.05 of the LAMC sets a maximum noise level from construction equipment (powered equipment or powered hand tools) operating between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, of 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.[9]

Section 41.40 of the LAMC prohibits construction noise that disturbs people occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

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[8] *Los Angeles Municipal Code, Chapter XI, Section 112.02.*

[9] *In accordance with the Noise Regulations, "technically feasible" means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.*

Section 91.3307.1 of the LAMC requires that adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. In addition, Section 91.3307.1 states that *"For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California."*

The LAMC also provides noise regulations with respect to vehicle-related noise, including Section 114.02, which prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA and Section 114.06, which requires vehicle theft alarm systems shall be silenced within five minutes.

2.3 Existing Ambient Noise Levels

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location. The *L.A. CEQA Thresholds Guide* states that noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.[10] Based on a review of the land uses in the Project area, a total of four (4) noise receptor locations were selected to represent noise sensitive uses (residential and school uses) surrounding the Project area. The locations of the noise-sensitive receptors are described in Table 4 (on page 16) and depicted on Figure 2 (on page 15), as R1 through R4. Ambient noise measurements were taken at the four selected off-site locations on August 14, 2025.

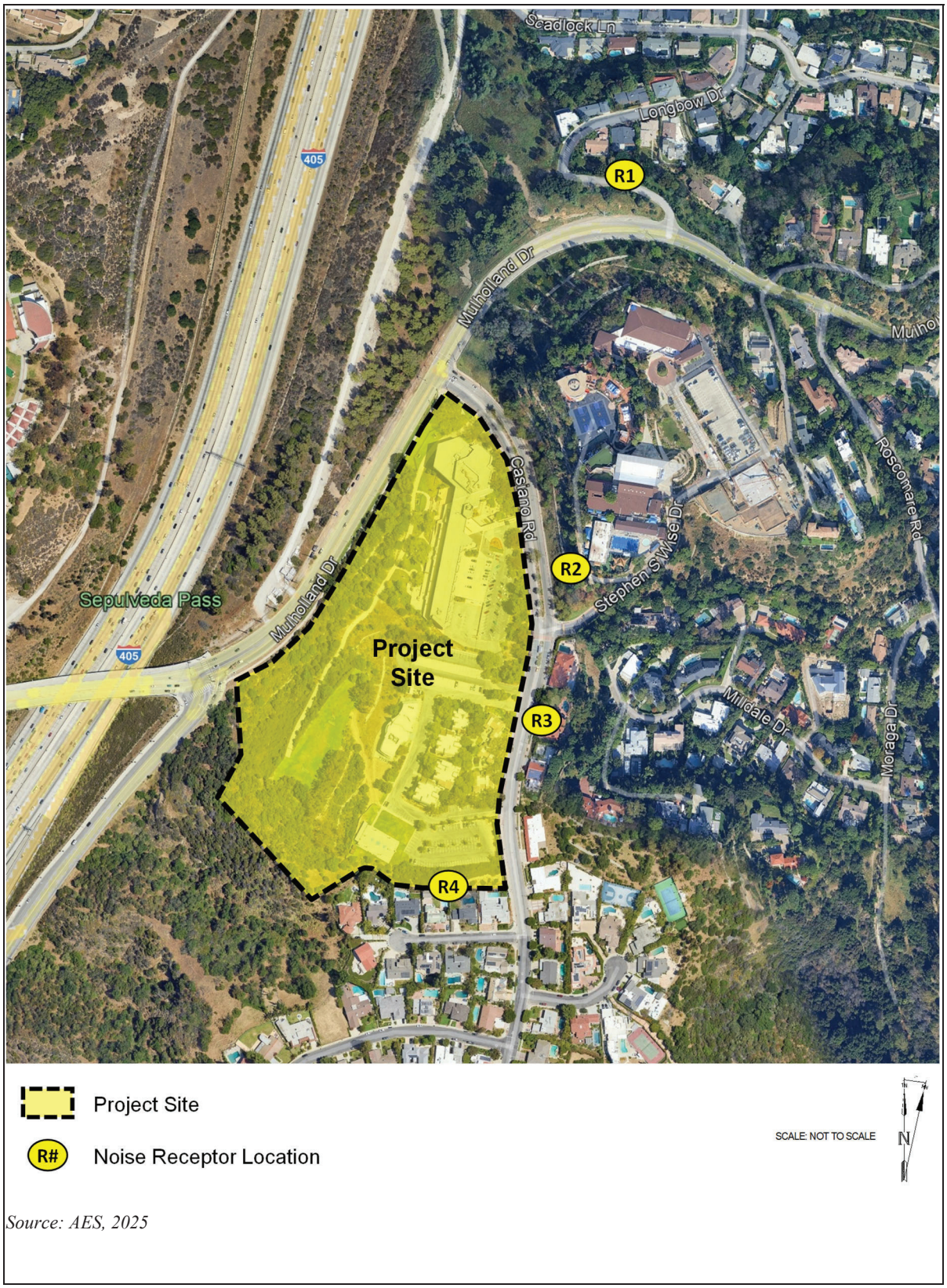
The ambient noise measurements were conducted using a Larson-Davis Model 870 Integrating/ Logging Sound Level Meter and a Quest Technologies Model 2900 Integrating/Logging Sound Level Meters.[11] A 24-hour ambient noise measurement was conducted at receptor location R3. Two 15-minute measurements were conducted at each of the off-site receptor locations R1, R2, and R4 during daytime (between 10:00 A.M. and 11:00 A.M.), and nighttime (between 10:00 P.M. and 11:00 P.M.) hours. The ambient noise measurements were recorded in accordance with the City's standards, which require ambient noise to be measured over a period of at least 15 minutes.[12]

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[10] *City of Los Angeles, L.A. CEQA Thresholds Guide, p. I.1-3.*

[11] *These sound meters meet the minimum industry standard performance requirements for "Type 1" (Larson-Davis Model 870) and "Type 2" (Quest Technologies Model 2900) standard instruments as defined in the American National Standard Institute (ANSI) S1.4. It also meets the requirement specified in Section 111.01(l) of the LAMC that instruments be "Type S2A" standard instruments or better. The sound meter was calibrated and operated according to the manufacturer's written specifications.*

[12] *LAMC Section 111.01.*



Source: AES, 2025

Figure 2. Noise Sensitive Receptor Locations

The results of the ambient sound measurements are summarized in Table 4 (below). As indicated in Table 4, the existing daytime ambient noise levels at the off-site receptor locations ranged from 54.3 dBA L_{eq} (at receptor R4) to 60.0 dBA L_{eq} (at receptor R3), while the measured nighttime ambient noise levels ranged from 50.0 dBA L_{eq} (at receptor R2) to 54.6 dBA L_{eq} (at receptor R1). Based on field observation and measured sound data, the current ambient noise environment in the vicinity of the Project Site is dominated primarily by vehicular traffic on local roadways and other typical urban noise. The existing ambient noise levels at all receptor locations currently exceed the City's exterior presumed daytime ambient noise standard of 50 dBA (L_{eq}) and presumed nighttime ambient noise standard 40 dBA (L_{eq}), for residential uses. Therefore, consistent with the LAMC, the measured existing ambient noise levels are used as the baseline conditions for the purposes of determining the Project's potential noise impacts.

Table 4. Existing Ambient Noise Levels

Receptor Location	Approximate Distance to Project Site,[a] Feet	Measured Noise Levels, dBA L_{eq}	
		Daytime Hours (7 A.M. to 7 P.M.)	Evening Hours (7 P.M. to 10 P.M.)
R1- Single-family residential uses on south side of Longbow Drive, northeast of the Project Site.	815	57.7	54.6
R2- School uses (Stephen Wise School) on the east side of Casiano Road, east of the Project Site.	65	58.6	50.0
R3- Single-family residential uses on the east side of Casiano Road, east of the Project Site.	65	60.0	51.9
R4- Single-family residential uses on the north side of Casiano Court, south of the Project Site.	Adjacent to the Project Site	54.3	52.2

[a] *Distances are estimated based on Google Earth map and are referenced to the nearest receptor property boundary, and not the building or dwelling itself.*
Source: AES, 2025

2.3.1 Existing Traffic Noise Levels

In addition to the ambient noise measurements in the vicinity of the Project Site, the existing traffic related noise on local roadways in the surrounding areas near the Project Site was calculated using the existing traffic volumes provided by the Project traffic consultants.[13] Four (4) roadway segments were selected to estimate existing traffic related noise levels based on traffic volumes and proximity to noise sensitive uses. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume

[13] *Gibson Transportation Consulting, Inc., Transportation Analysis for Milken Community School, Los Angeles, California, October 2025.*

data from the Project's Traffic Assessment. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information, including the hourly traffic volume, vehicle type mix, vehicle speed, and distance between the noise receptor and the roadway.

Table 5 (on page 18) provides the calculated traffic noise levels in terms of hourly L_{eq} calculated for the A.M. and P.M. peak hours, and the 24-hour CNEL for the analyzed local roadway segments based on existing traffic volumes. As shown therein, the existing traffic noise levels range from 56.2 dBA L_{eq} along Casiano Road (between Stephen Wise Drive and Casiano Court) to 69.1 dBA L_{eq} along Mulholland Drive (south of Casiano Drive). In addition, the existing CNEL due to surface street traffic volumes ranges from 56.1 dBA CNEL along Casiano Road (between Stephen Wise Drive and Casiano Court) to 68.6 dBA CNEL along Mulholland Drive (south of Casiano Drive).

Table 5. Existing Roadway Traffic Noise Levels

Roadway Segment	Adjacent Noise-Sensitive Land Use	Approximate Distance to Roadway Centerline, feet	Calculated Traffic Noise Levels,[a] Hourly L_{eq} (dBA) AM Pk. Hr.	Hourly L_{eq} (dBA) PM Pk. Hr.	CNEL (dBA)	Existing Noise Exposure Compatibility Category[b]
Mulholland Drive						
- North of Casiano Dr.	Residential	35	68.7	66.5	67.2	Conditionally Acceptable
- South of Casiano Dr.	School	35	69.1	66.7	67.5	Conditionally Acceptable
Casiano Drive						
- Between Mulholand Dr. and Stephen Wise Dr.	School	30	61.5	58.2	59.6	Conditionally Acceptable
- Between Stephen Wise Dr. and Casiano Ct.	Residential	30	56.2	56.6	55.8	Conditionally Acceptable

[a] *Detailed calculation worksheets, are included in Appendix B.*
[b] *Noise compatibility is based on the most stringent land use, per City's land use compatibility as provided in Table 2.*
Source: AES, 2025.

3 IMPACT ANALYSIS

3.1 Methodology

3.1.1 On-site Stationary Source

On-site stationary point-source noise impacts were evaluated by (1) identifying the noise levels that would be generated by the Project's stationary noise sources, including outdoor activities that would take place on-site (e.g., athletic activities), (2) calculating the noise level from each noise source at surrounding sensitive receptor property line locations; and (3) comparing such noise levels to ambient noise levels to determine significance. The on-site stationary noise sources were calculated using SoundPLAN (version 8.2), a 3-dimensional computer noise prediction model, which calculates noise transference (propagation) using approved engineering procedures and incorporates national and international noise standards. This calculation tool is widely used by acoustic engineers as a noise modeling tool for environmental noise analysis.

3.1.2 Off-site Mobile Source

Off-site roadway noise was analyzed using the FHWA's TNM, based on the roadway traffic data provided in the Project's Transportation Assessment. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadway parameters, noise receivers, and sound barriers (if any). Roadway noise attributable to the Project "future with project" was calculated and compared to baseline noise levels that would occur under the "future without project" condition, to determine Project noise impacts.

3.2 Thresholds of Significance

The City of Los Angeles utilizes the thresholds of significance in Appendix G of the State CEQA Guidelines. In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to noise and vibration if it would result in:

Threshold (a): *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

Threshold (b): *Generation of excessive groundborne vibration or groundborne noise levels; or*

Threshold (c): *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.*

This analysis addresses Threshold (a) with respect to noise impacts from on-site and off-site Project-related operational noise sources. As the Project does not involve any construction, but rather is only reusing existing buildings, Threshold (b) is not addressed any further. In addition, there are no public airports or public use airports within two miles of the Project Site. The nearest public airport, Van Nuys Airport, is located approximately 4.6 miles northeast of the Project Site. As such, the Project would not expose people residing or working in the Project area to excessive airport-related noise levels. Therefore, Threshold (c) is not addressed any further.

3.2.1 Operations Noise

The Project's on-site operational noise sources are based on the City's Noise Regulations (i.e., increase in the ambient by 5 dBA). The City Noise Regulations, however, do not apply to off-site traffic traveling on public roads. Therefore, the significance threshold for off-site traffic noise is based on the criteria provided in the *L.A. CEQA Threshold Guide*. Thus, the Project would have a significant noise impact if any of the following events were to occur:

- Off-site traffic from the Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category: or
- Off-site traffic from the Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater: or
- The Project on-site operational (i.e., non-roadway) noise sources, such as, outdoor mechanical equipment and outdoor activities, increase the ambient noise level (hourly L_{eq}) at noise-sensitive uses by 5 dBA.

The significance criteria used in the noise analysis for on-site operations presented below is an increase in the ambient noise level of 5 dBA (hourly L_{eq}) at the noise-sensitive uses, in accordance with the LAMC. The LAMC does not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, based on the *L.A. CEQA Thresholds Guide*, the significance criteria for off-site traffic noise associated with Project operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the land use category) at noise-sensitive uses. In addition, the significance for composite noise levels (on-site and off-site sources) is also based on the *L.A. CEQA Thresholds Guide*, which is an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on the land use category) for the Project's composite noise (both Project-related on-site and off-site sources) at noise-sensitive uses.

Because noise associated with the Project's athletic fields, basketball and volleyball courts would be generated by human activity, such noise would be expected to be somewhat variable over time. Therefore, in order to evaluate noise levels during these short-term periods of excitement, an additional criterion was used to analyze noise impacts for this specific type of

noise-generating activity from athletic activities based on an L_{10} metric. The L_{10} metric is defined as the noise level exceeded 10 percent of a specified time period (e.g., 6 minutes in an hour). As the players/coaches at athletic activities engage in cheering, clapping and yelling for short periods of time (e.g., cheering, clapping and yelling occurs for seconds or minutes, and is not an instantaneous noise event), the L_{10} metric would appropriately capture elevated noise levels from short-term periods of noise generating. Therefore, in addition to the three criteria listed above, the following criteria provided below was included for evaluating operational noise for the Project:

- The Project on-site athletic activities noise levels, including the athletic practice field, basketball and volleyball courts, as measured in terms of L_{10} increase the ambient noise level (hourly L_{eq}) at noise-sensitive uses by 10 dBA.

3.3 Operational Noise Impacts

Noise associated with the Project operation would include: (a) on-site stationary noise sources, including outdoor mechanical equipment (e.g., HVAC equipment), sport activities within the outdoor facilities (e.g., athletic fields, basketball and volleyball courts); and (b) off-site mobile (roadway traffic) noise sources.

3.3.1 On-Site Operational Noise

3.3.1.1 Mechanical Equipment

The Project includes existing outdoor mechanical equipment (e.g., air ventilation equipment), no new outdoor mechanical equipment expected. Therefore, the Project would not increase existing noise levels and noise impacts from Project mechanical equipment would be less than significant.

3.3.1.2 Athletic Activities

The Project would include an outdoor athletic field, a basketball court, and a volleyball court. Measured noise levels from an existing high school athletic activities, including soccer practices, football practices, and basketball practices, were used for the noise analysis at the Project Site as they represent the similar activities that would occur on the Project Site.[14] Concurrent activities from all outdoor athletic facilities (athletic field, basketball court, and volleyball court) were modeled to present a conservative noise analysis.

Table 6 (on page 23) presents the estimated noise levels (in terms of L_{eq}) at the off-site sensitive receptors, resulting from use of Project outdoor athletic fields. As presented in Table 6, the estimated noise levels from the outdoor athletic activities would range from 34.6 dBA (L_{eq}) at

[14] *City of Los Angeles, Harvard-Westlake River Park Project, Draft Environmental Impact Report, Chapter IV.K Noise, March 2022.*

receptor location R1 to 47.9 dBA (L_{eq}) at receptor location R4, which would be below the significance threshold of 5 dBA (L_{eq}) increase above the ambient noise levels.

In addition to the L_{eq} noise analysis (per the LAMC), noise impacts in terms of L_{10} impact noise metric were also evaluated representing the intermittent noise levels. Table 7 (on page 24) presents the estimated outdoor athletic activities noise levels (in terms of L_{10}) at the off-site sensitive receptors. As indicated in Table 7, the estimated noise levels from the outdoor athletic activities would range from 37.6 dBA (L_{10}) at receptor location R1 to 50.9 dBA (L_{10}) at receptor location R4, which would be below the significance threshold of a 10 dBA increase above ambient noise levels. Therefore, noise impacts from outdoor athletic activities would be less than significant.

Table 6. Athletic Activities Noise Levels – L_{eq} Analysis

Receptor Location	Existing Ambient Noise Levels, dBA (L_{eq})	Estimated Noise from Outdoor Uses, dBA (L_{eq})			Total Project Noise Levels, dBA (L_{eq})	Ambient + Project Noise Levels, dBA (L_{eq})	Significance Threshold[a]	Exceedance over Significance Threshold	Significant Impact?
		Athletic Field	Basketball Court	Volleyball Court					
R1	57.7	34.0	22.6	22.4	34.6	57.7	62.7	0.0	No
R2	58.6	39.2	30.3	30.8	40.2	58.7	63.6	0.0	No
R3	60.0	33.5	34.4	35.6	39.4	60.0	65.0	0.0	No
R4	54.3	38.6	44.2	44.4	47.9	55.2	59.3	0.0	No

Notes:
[a] *Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA, per the City of Los Angeles Noise Regulations.*
Source: AES, 2025

Table 7. Athletic Activities Noise Levels – L_{10} Analysis

Receptor Location	Existing Ambient Noise Levels, dBA (L_{eq})	Estimated Noise from Outdoor Uses, dBA (L_{10})			Total Project Noise Levels, dBA (L_{eq})	Ambient + Project Noise Levels, dBA (L_{eq})	Significance Threshold[a]	Exceedance over Significance Threshold	Significant Impact?
		Athletic Field	Basketball Court	Volleyball Court					
R1	57.7	37.0	25.7	25.5	37.6	57.7	67.7	0.0	No
R2	58.6	42.2	33.4	33.9	43.3	58.7	68.6	0.0	No
R3	60.0	36.5	37.5	38.7	42.4	60.1	70.0	0.0	No
R4	54.3	41.6	47.3	47.5	50.9	55.9	64.3	0.0	No

Notes:
[a] *Significance thresholds are equivalent to the measured daytime ambient noise levels plus 10 dBA.*
Source: AES, 2025

3.3.2 Off-Site Operational Noise

Project-generated traffic noise impacts were evaluated by comparing the increase in noise levels from the "existing without project" condition to the "existing with-project" condition and the "future without project" condition to the "future with project" condition relative to the Project's significance threshold. Traffic noise levels at the off-site noise sensitive receptors were calculated using FHWA's Traffic Noise Model and the Project's traffic volume data. The traffic noise analysis is based on the hourly L_{eq} noise descriptor for the A.M. and P.M. peak hours.

Table 8 (on page 26) provides a summary of the off-site traffic noise analysis under the "existing plus project" condition. As shown in Table 8, traffic from the Project would result in a maximum noise increase of 3.3 dBA and 1.1 dBA along Casiano Drive (between Stephen Wise Drive and Casiano Court), during the A.M. and P.M. peak hour, respectively. Table 9 (on page 26) provides a summary of the off-site traffic noise analysis under the "future (2026) plus project" condition. As shown in Table 9, traffic from the Project would result in a maximum noise increase of 3.5 dBA and 1.7 dBA along Casiano Drive (between Stephen Wise Drive and Casiano Court), during the A.M. and P.M. peak hour, respectively. The estimated noise increases would be below the 5 dBA significance threshold. Therefore, off-site traffic noise impacts associated with the Project would be less than significant.

Table 8. Off-Site Roadway Traffic Noise Impacts – Existing plus Project Conditions

Roadway Segment	Calculated Traffic Noise Levels,[a] Hourly L_{eq} (dBA)				Increase in Noise Levels, Hourly L_{eq} (dBA)		Significant Impact?
	Existing Without Project		Existing With Project		AM Pk. Hr.	PM Pk. Hr.	
	AM Pk. Hr.	PM Pk. Hr.	AM Pk. Hr.	PM Pk. Hr.			
Mulholland Drive							
- North of Casiano Dr.	68.7	66.5	68.8	66.5	0.1	0.0	No
- South of Casiano Dr.	69.1	66.7	69.6	66.9	0.5	0.2	No
Casiano Drive							
- Between Mulholland Dr. and Stephen Wise Dr.	61.5	58.2	63.3	59.3	1.8	1.1	No
- Between Stephen Wise Dr. and Casiano Ct.	56.2	56.6	59.5	57.7	3.3	1.1	No

[a] *Detailed calculation worksheets, are included in Appendix B.*
Source: AES, 2021.

Table 9. Off-Site Roadway Traffic Noise Impacts – Future (2026) plus Project Conditions

Roadway Segment	Calculated Traffic Noise Levels,[a] Hourly L_{eq} (dBA)				Increase in Noise Levels, Hourly L_{eq} (dBA)		Significant Impact?
	Existing Without Project		Existing With Project		AM Pk. Hr.	PM Pk. Hr.	
	AM Pk. Hr.	PM Pk. Hr.	AM Pk. Hr.	PM Pk. Hr.			
Mulholland Drive							
- North of Casiano Dr.	68.8	66.6	68.9	66.6	0.1	0.0	No
- South of Casiano Dr.	69.2	66.8	69.8	67.1	0.6	0.3	No
Casiano Drive							
- Between Mulholland Dr. and Stephen Wise Dr.	61.5	58.3	63.6	59.8	2.1	1.5	No
- Between Stephen Wise Dr. and Casiano Ct.	56.2	56.6	59.7	58.3	3.5	1.7	No

[a] *Detailed calculation worksheets, are included in Appendix B.*
Source: AES, 2021.

3.3.3 Composite Noise Impacts from Project Operations

An evaluation of composite noise levels, including all Project related noise sources plus existing ambient noise levels, was conducted to identify the potential maximum Project-related noise level increase that may occur at the noise-sensitive receptor locations. The overall sound environment at the sensitive receptors surrounding the Project Site would include contributions from each on-site and off-site individual noise source associated with maximum daily operation of the Project (athletic field, basketball and volleyball courts with maximum noise at each location). Table 10 (on page 28) presents the estimated noise from Project-related noise sources in terms of CNEL. As indicated in Table 10, the Project would result in a maximum increase of 0.6 dBA CNEL at receptor R1 to 0.8 dBA CNEL at receptor R3. The increases in noise levels due to Project operations at all off-site receptors would be below the 5 dBA CNEL significance threshold and the estimated noise levels would fall within the conditionally acceptable (60 to 70 CNEL) land use category for residential and school uses. Therefore, the composite noise level impacts due to Project operation would be less than significant; and, therefore, no mitigation measure is required.

Table 10. Composite Noise Impacts

Receptor Location	Calculated Project-Related Noise Levels, CNEL (dBA)				Project Composite Noise Levels, CNEL (dBA)	Ambient Noise Levels,[a] CNEL (dBA)	Ambient Plus Project Composite Noise Levels, CNEL (dBA)	Increase in Noise Levels Due to Project, CNEL (dBA)	Significance Threshold[b]	Significant Impact?
	Traffic	Athletic Field	Basketball Court	Volleyball Court						
R1	51.8	30.2	19.0	18.8	51.9	60.1	60.7	0.6	65.1	No
R2	50.1	35.4	26.5	27.0	50.3	58.1	58.8	0.7	63.1	No
R3	54.2	29.7	30.6	31.8	54.3	61.3	62.1	0.8	66.3	No
R4	48.2	34.8	40.4	40.6	49.6	57.4	58.1	0.7	62.4	No

Notes:

[a] *Ambient in CNEL levels are estimated based on the short-term ambient noise measurements based on FTA procedures.*

[b] *Significance criteria are equivalent to the existing ambient plus 3 dBA if the estimated noise levels (ambient plus Project) fall within the "normally unacceptable" or "clearly unacceptable" land use categories or ambient plus 5 dBA if the estimated noise levels fall within the "normally acceptable" or "conditionally acceptable" land use categories, per the City of Los Angeles Noise Element. If the estimated noise levels exceed those significance criteria, a noise impact is identified.*

Source: AES, 2025

4 References

California Department of Transportation (Caltrans), *Roadway Construction Noise Model User's Guide*, January 2006.

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.

California Department of Transportation (Caltrans), *Technical Noise Supplement (TeNS"*, September 2013.

City of Los Angeles, *Municipal Code, Chapter XI Noise Regulation*.

D.A. Bies & C.H. Hansen, *Engineering Noise Control*, 1988.

Federal Highway Administration (FHWA), *Roadway Construction Noise Model User's Guide, 2006*, May 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, September 2018.

Milken East Campus Project
Noise Impact Analysis

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

Appendix A – Ambient Measurements

Appendix B – Operation Noise Calculations

Appendix A
Ambient Noise Measurements

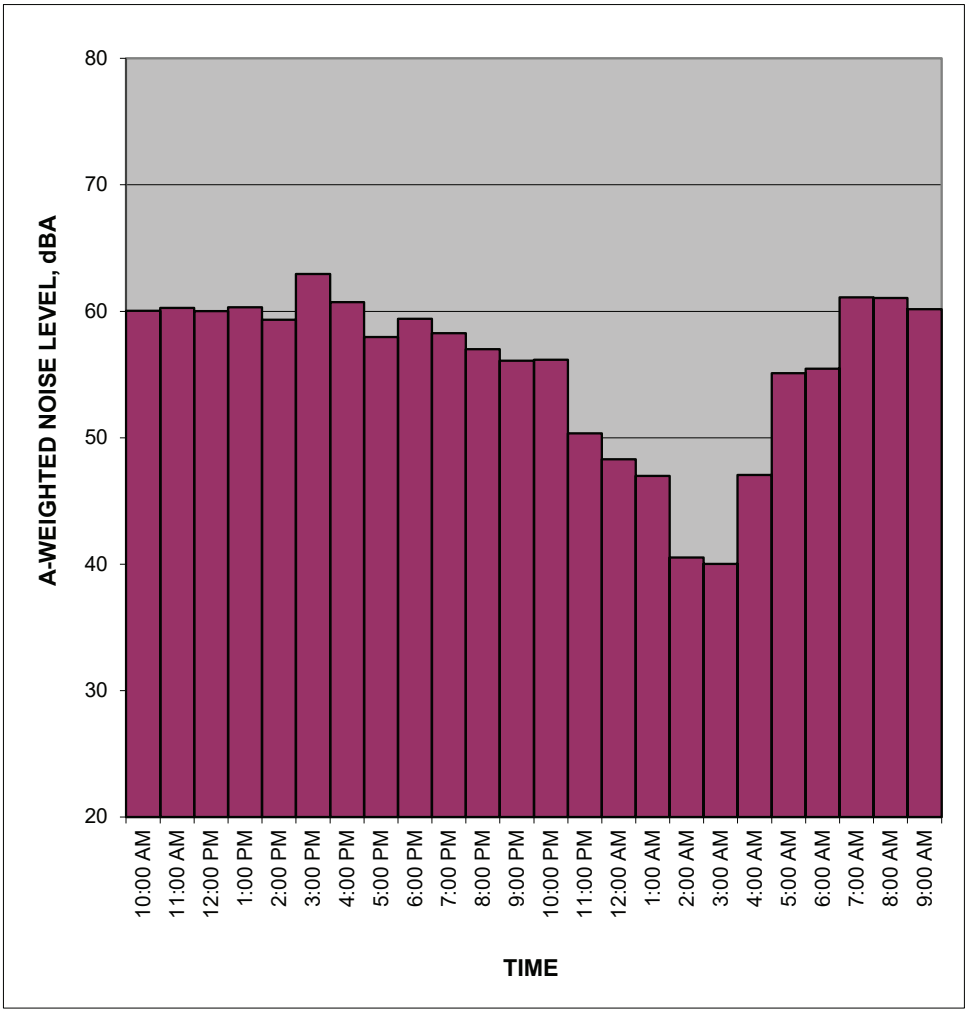
Measured Ambient Noise Levels

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Milken East Campus
Location: R3
Sources: Ambient

Date: 8/14 - 8/15/2025

TIME	HNL, dB(A)
10:00 AM	60.0
11:00 AM	60.3
12:00 PM	60.0
1:00 PM	60.3
2:00 PM	59.3
3:00 PM	63.0
4:00 PM	60.7
5:00 PM	58.0
6:00 PM	59.4
7:00 PM	58.3
8:00 PM	57.0
9:00 PM	56.1
10:00 PM	56.2
11:00 PM	50.3
12:00 AM	48.3
1:00 AM	47.0
2:00 AM	40.5
3:00 AM	40.0
4:00 AM	47.1
5:00 AM	55.1
6:00 AM	55.5
7:00 AM	61.1
8:00 AM	61.0
9:00 AM	60.2
CNEL, dB(A):	**61.3**



NOTES:

Daytime average	60.0	dBA Leq
Nighttime average	51.9	dBA Leq

AES
Acoustical Engineering Services

Location: R1
Date: 8/14/2025

Time	Leq
10:03:21 AM	46.5
10:03:31 AM	48.2
10:03:41 AM	47.8
10:03:51 AM	48.0
10:04:01 AM	46.7
10:04:11 AM	45.7
10:04:21 AM	48.3
10:04:31 AM	58.8
10:04:41 AM	66.5
10:04:51 AM	59.8
10:05:01 AM	58.6
10:05:11 AM	65.6
10:05:21 AM	48.6
10:05:31 AM	60.0
10:05:41 AM	48.2
10:05:51 AM	46.5
10:06:01 AM	47.8
10:06:11 AM	46.6
10:06:21 AM	60.1
10:06:31 AM	62.7
10:06:41 AM	49.2
10:06:51 AM	51.1
10:07:01 AM	56.4
10:07:11 AM	49.4
10:07:21 AM	55.6
10:07:31 AM	46.2
10:07:41 AM	48.6
10:07:51 AM	58.2
10:08:01 AM	43.6
10:08:11 AM	41.9
10:08:21 AM	*42.0*
10:08:31 AM	*41.6*
10:08:41 AM	42.2
10:08:51 AM	43.9
10:09:01 AM	47.8
10:09:11 AM	52.9
10:09:21 AM	60.7
10:09:31 AM	60.3
10:09:41 AM	54.4
10:09:51 AM	50.1
10:10:01 AM	59.1
10:10:11 AM	62.3
10:10:21 AM	50.6
10:10:31 AM	45.6

10:10:41 AM	61.2
10:10:51 AM	63.5
10:11:01 AM	59.7
10:11:11 AM	48.6
10:11:21 AM	47.3
10:11:31 AM	48.2
10:11:41 AM	46.0
10:11:51 AM	*46.7*
10:12:01 AM	*48.0*
10:12:11 AM	46.9
10:12:21 AM	47.3
10:12:31 AM	63.2
10:12:41 AM	64.3
10:12:51 AM	63.3
10:13:01 AM	55.8
10:13:11 AM	46.2
10:13:21 AM	47.3
10:13:31 AM	64.2
10:13:41 AM	51.9
10:13:51 AM	45.8
10:14:01 AM	42.4
10:14:11 AM	58.2
10:14:21 AM	65.0
10:14:31 AM	46.8
10:14:41 AM	46.9
10:14:51 AM	60.0
10:15:01 AM	59.6
10:15:11 AM	45.9
10:15:21 AM	46.2
10:15:31 AM	62.8
10:15:41 AM	44.1
10:15:51 AM	43.5
10:16:01 AM	47.6
10:16:11 AM	48.4
10:16:21 AM	49.7
10:16:31 AM	52.5
10:16:41 AM	45.5
10:16:51 AM	60.5
10:17:01 AM	56.0
10:17:11 AM	49.6
10:17:21 AM	60.9
10:17:31 AM	62.4
10:17:41 AM	58.8
10:17:51 AM	58.6
10:18:01 AM	*54.5*
10:18:11 AM	47.0
	57.7

Time	Leq
10:01:27 PM	49.2
10:01:37 PM	49.1
10:01:47 PM	49.5
10:01:57 PM	50.3
10:02:07 PM	50.6
10:02:17 PM	54.7
10:02:27 PM	57.4
10:02:37 PM	55.7
10:02:47 PM	53.1
10:02:57 PM	50.9
10:03:07 PM	51.9
10:03:17 PM	57.3
10:03:27 PM	51.4
10:03:37 PM	48.0
10:03:47 PM	47.8
10:03:57 PM	47.9
10:04:07 PM	48.2
10:04:17 PM	54.1
10:04:27 PM	64.3
10:04:37 PM	60.3
10:04:47 PM	64.7
10:04:57 PM	56.7
10:05:07 PM	49.0
10:05:17 PM	48.7
10:05:27 PM	50.4
10:05:37 PM	57.7
10:05:47 PM	49.4
10:05:57 PM	49.1
10:06:07 PM	49.3
10:06:17 PM	49.3
10:06:27 PM	55.1
10:06:37 PM	61.9
10:06:47 PM	49.0
10:06:57 PM	49.6
10:07:07 PM	49.0
10:07:17 PM	48.6
10:07:27 PM	48.5
10:07:37 PM	49.5
10:07:47 PM	50.1
10:07:57 PM	48.9
10:08:07 PM	59.7
10:08:17 PM	49.6
10:08:27 PM	49.2
10:08:37 PM	48.6
10:08:47 PM	49.2
10:08:57 PM	49.4
10:09:07 PM	48.5

10:09:17 PM	48.4
10:09:27 PM	48.9
10:09:37 PM	51.5
10:09:47 PM	49.9
10:09:57 PM	50.6
10:10:07 PM	59.9
10:10:17 PM	50.1
10:10:27 PM	48.4
10:10:37 PM	48.6
10:10:47 PM	49.0
10:10:57 PM	49.5
10:11:07 PM	48.6
10:11:17 PM	48.6
10:11:27 PM	50.9
10:11:37 PM	48.8
10:11:47 PM	48.8
10:11:57 PM	48.6
10:12:07 PM	50.2
10:12:17 PM	49.4
10:12:27 PM	48.7
10:12:37 PM	49.1
10:12:47 PM	65.8
10:12:57 PM	56.7
10:13:07 PM	51.5
10:13:17 PM	57.7
10:13:27 PM	49.3
10:13:37 PM	47.7
10:13:47 PM	48.3
10:13:57 PM	48.1
10:14:07 PM	49.6
10:14:17 PM	48.7
10:14:27 PM	49.6
10:14:37 PM	61.3
10:14:47 PM	51.0
10:14:57 PM	49.5
10:15:07 PM	50.4
10:15:17 PM	48.8
10:15:27 PM	48.4
10:15:37 PM	50.4
10:15:47 PM	50.9
10:15:57 PM	48.5
10:16:07 PM	49.1
10:16:17 PM	47.6
	54.6

AES
Acoustical Engineering Services

Project: Milken East Campus
Location: R2
Date: 8/14/2025

Time	Leq
10:23:11 AM	59.1
10:23:21 AM	57.9
10:23:31 AM	60.6
10:23:41 AM	63.4
10:23:51 AM	57.0
10:24:01 AM	56.9
10:24:11 AM	58.6
10:24:21 AM	53.6
10:24:31 AM	54.5
10:24:41 AM	57.0
10:24:51 AM	53.7
10:25:01 AM	51.3
10:25:11 AM	55.9
10:25:21 AM	54.4
10:25:31 AM	58.9
10:25:41 AM	59.5
10:25:51 AM	55.6
10:26:01 AM	57.8
10:26:11 AM	58.6
10:26:21 AM	57.7
10:26:31 AM	62.6
10:26:41 AM	58.0
10:26:51 AM	55.6
10:27:01 AM	53.5
10:27:11 AM	57.4
10:27:21 AM	56.3
10:27:31 AM	54.3
10:27:41 AM	54.2
10:27:51 AM	55.5
10:28:01 AM	56.5
10:28:11 AM	54.1
10:28:21 AM	56.7
10:28:31 AM	53.9
10:28:41 AM	56.1
10:28:51 AM	56.7
10:29:01 AM	56.4
10:29:11 AM	58.7
10:29:21 AM	59.0
10:29:31 AM	57.9
10:29:41 AM	58.6
10:29:51 AM	59.2
10:30:01 AM	60.1
10:30:11 AM	59.9

10:30:21 AM	62.9
10:30:31 AM	63.1
10:30:41 AM	61.4
10:30:51 AM	58.4
10:31:01 AM	59.4
10:31:11 AM	63.6
10:31:21 AM	64.3
10:31:31 AM	65.1
10:31:41 AM	63.2
10:31:51 AM	57.2
10:32:01 AM	58.1
10:32:11 AM	57.4
10:32:21 AM	50.7
10:32:31 AM	52.5
10:32:41 AM	56.8
10:32:51 AM	55.7
10:33:01 AM	56.9
10:33:11 AM	54.2
10:33:21 AM	55.2
10:33:31 AM	58.2
10:33:41 AM	57.8
10:33:51 AM	56.5
10:34:01 AM	56.7
10:34:11 AM	57.5
10:34:21 AM	56.1
10:34:31 AM	61.0
10:34:41 AM	60.9
10:34:51 AM	61.0
10:35:01 AM	63.8
10:35:11 AM	60.6
10:35:21 AM	58.9
10:35:31 AM	56.7
10:35:41 AM	60.6
10:35:51 AM	57.6
10:36:01 AM	54.0
10:36:11 AM	50.2
10:36:21 AM	51.8
10:36:31 AM	53.0
10:36:41 AM	50.7
10:36:51 AM	51.9
10:37:01 AM	50.5
10:37:11 AM	52.3
10:37:21 AM	54.2
10:37:31 AM	60.8
10:37:41 AM	60.9
10:37:51 AM	56.8
10:38:01 AM	59.1
	58.6

Time	Leq
10:21:21 PM	44.8
10:21:31 PM	44.0
10:21:41 PM	49.7
10:21:51 PM	50.1
10:22:01 PM	50.1
10:22:11 PM	46.7
10:22:21 PM	48.4
10:22:31 PM	47.5
10:22:41 PM	46.6
10:22:51 PM	46.4
10:23:01 PM	44.9
10:23:11 PM	43.8
10:23:21 PM	48.4
10:23:31 PM	51.9
10:23:41 PM	51.1
10:23:51 PM	52.7
10:24:01 PM	54.1
10:24:11 PM	54.4
10:24:21 PM	59.2
10:24:31 PM	56.6
10:24:41 PM	53.4
10:24:51 PM	46.1
10:25:01 PM	43.7
10:25:11 PM	43.9
10:25:21 PM	44.5
10:25:31 PM	44.6
10:25:41 PM	43.7
10:25:51 PM	43.9
10:26:01 PM	44.0
10:26:11 PM	44.2
10:26:21 PM	44.1
10:26:31 PM	44.5
10:26:41 PM	62.5
10:26:51 PM	52.0
10:27:01 PM	46.5
10:27:11 PM	46.0
10:27:21 PM	48.3
10:27:31 PM	49.0
10:27:41 PM	50.0
10:27:51 PM	54.0
10:28:01 PM	50.2
10:28:11 PM	46.0
10:28:21 PM	45.1
10:28:31 PM	45.2
10:28:41 PM	45.4
10:28:51 PM	45.1

10:29:01 PM	44.8
10:29:11 PM	45.2
10:29:21 PM	45.0
10:29:31 PM	44.8
10:29:41 PM	44.9
10:29:51 PM	45.1
10:30:01 PM	45.1
10:30:11 PM	44.9
10:30:21 PM	44.9
10:30:31 PM	45.2
10:30:41 PM	45.3
10:30:51 PM	45.3
10:31:01 PM	45.4
10:31:11 PM	44.9
10:31:21 PM	44.9
10:31:31 PM	45.5
10:31:41 PM	53.1
10:31:51 PM	55.1
10:32:01 PM	47.1
10:32:11 PM	45.0
10:32:21 PM	44.7
10:32:31 PM	44.3
10:32:41 PM	44.6
10:32:51 PM	44.8
10:33:01 PM	44.9
10:33:11 PM	45.1
10:33:21 PM	45.3
10:33:31 PM	45.6
10:33:41 PM	46.1
10:33:51 PM	45.5
10:34:01 PM	53.0
10:34:11 PM	45.5
10:34:21 PM	45.3
10:34:31 PM	45.3
10:34:41 PM	45.0
10:34:51 PM	44.9
10:35:01 PM	44.9
10:35:11 PM	46.2
10:35:21 PM	48.2
10:35:31 PM	51.2
10:35:41 PM	52.6
10:35:51 PM	53.1
10:36:01 PM	48.3
10:36:11 PM	47.4
	50.0

AES
Acoustical Engineering Services

Project: Milken East Campus
Location: R4
Date: 8/14/2025

Time	Leq
10:42:37 AM	46.5
10:42:47 AM	44.2
10:42:57 AM	42.5
10:43:07 AM	49.9
10:43:17 AM	54.3
10:43:27 AM	60.6
10:43:37 AM	65.0
10:43:47 AM	59.1
10:43:57 AM	47.8
10:44:07 AM	57.0
10:44:17 AM	41.1
10:44:27 AM	39.9
10:44:37 AM	40.1
10:44:47 AM	41.2
10:44:57 AM	46.0
10:45:07 AM	54.7
10:45:17 AM	46.9
10:45:27 AM	58.9
10:45:37 AM	46.1
10:45:47 AM	50.7
10:45:57 AM	54.2
10:46:07 AM	53.7
10:46:17 AM	50.8
10:46:27 AM	59.6
10:46:37 AM	56.6
10:46:47 AM	59.7
10:46:57 AM	43.5
10:47:07 AM	46.2
10:47:17 AM	42.8
10:47:27 AM	44.2
10:47:37 AM	41.9
10:47:47 AM	43.0
10:47:57 AM	42.3
10:48:07 AM	43.0
10:48:17 AM	45.9
10:48:27 AM	58.8
10:48:37 AM	45.0
10:48:47 AM	49.4
10:48:57 AM	47.3
10:49:07 AM	59.4
10:49:17 AM	59.4
10:49:27 AM	41.9
10:49:37 AM	43.8

10:49:47 AM	44.9
10:49:57 AM	47.9
10:50:07 AM	48.7
10:50:17 AM	59.3
10:50:27 AM	53.1
10:50:37 AM	59.0
10:50:47 AM	60.7
10:50:57 AM	62.2
10:51:07 AM	52.0
10:51:17 AM	47.9
10:51:27 AM	45.2
10:51:37 AM	43.4
10:51:47 AM	42.5
10:51:57 AM	45.9
10:52:07 AM	42.7
10:52:17 AM	52.7
10:52:27 AM	59.8
10:52:37 AM	49.7
10:52:47 AM	58.4
10:52:57 AM	43.4
10:53:07 AM	52.9
10:53:17 AM	48.6
10:53:27 AM	60.9
10:53:37 AM	48.3
10:53:47 AM	42.6
10:53:57 AM	47.6
10:54:07 AM	50.7
10:54:17 AM	49.3
10:54:27 AM	50.5
10:54:37 AM	50.1
10:54:47 AM	60.2
10:54:57 AM	49.3
10:55:07 AM	43.9
10:55:17 AM	41.9
10:55:27 AM	40.3
10:55:37 AM	43.1
10:55:47 AM	41.0
10:55:57 AM	40.8
10:56:07 AM	42.7
10:56:17 AM	45.4
10:56:27 AM	42.2
10:56:37 AM	41.9
10:56:47 AM	42.0
10:56:57 AM	41.1
10:57:07 AM	41.6
10:57:17 AM	41.7
10:57:27 AM	43.9
	54.3

Time	Leq
10:41:05 PM	45.1
10:41:15 PM	41.6
10:41:25 PM	42.3
10:41:35 PM	45.8
10:41:45 PM	47.4
10:41:55 PM	62.8
10:42:05 PM	49.8
10:42:15 PM	41.9
10:42:25 PM	41.7
10:42:35 PM	41.3
10:42:45 PM	40.6
10:42:55 PM	40.5
10:43:05 PM	41.5
10:43:15 PM	60.9
10:43:25 PM	52.5
10:43:35 PM	43.7
10:43:45 PM	43.2
10:43:55 PM	50.8
10:44:05 PM	65.8
10:44:15 PM	47.2
10:44:25 PM	44.7
10:44:35 PM	44.8
10:44:45 PM	43.9
10:44:55 PM	40.6
10:45:05 PM	40.8
10:45:15 PM	42.2
10:45:25 PM	57.4
10:45:35 PM	63.0
10:45:45 PM	43.6
10:45:55 PM	42.9
10:46:05 PM	42.7
10:46:15 PM	40.9
10:46:25 PM	40.7
10:46:35 PM	40.2
10:46:45 PM	40.2
10:46:55 PM	39.8
10:47:05 PM	39.8
10:47:15 PM	39.8
10:47:25 PM	39.4
10:47:35 PM	38.1
10:47:45 PM	38.1
10:47:55 PM	39.5
10:48:05 PM	40.1
10:48:15 PM	40.1
10:48:25 PM	40.0
10:48:35 PM	40.6

10:48:45 PM	41.8
10:48:55 PM	47.7
10:49:05 PM	63.6
10:49:15 PM	48.1
10:49:25 PM	40.2
10:49:35 PM	40.1
10:49:45 PM	40.8
10:49:55 PM	40.6
10:50:05 PM	40.2
10:50:15 PM	40.2
10:50:25 PM	40.6
10:50:35 PM	41.0
10:50:45 PM	41.3
10:50:55 PM	40.5
10:51:05 PM	39.7
10:51:15 PM	40.2
10:51:25 PM	40.2
10:51:35 PM	40.2
10:51:45 PM	40.7
10:51:55 PM	40.6
10:52:05 PM	40.0
10:52:15 PM	39.9
10:52:25 PM	40.1
10:52:35 PM	39.3
10:52:45 PM	39.5
10:52:55 PM	39.8
10:53:05 PM	40.1
10:53:15 PM	49.7
10:53:25 PM	61.8
10:53:35 PM	41.8
10:53:45 PM	39.1
10:53:55 PM	40.9
10:54:05 PM	38.9
10:54:15 PM	38.0
10:54:25 PM	40.4
10:54:35 PM	40.8
10:54:45 PM	44.0
10:54:55 PM	48.0
10:55:05 PM	40.2
10:55:15 PM	42.2
10:55:25 PM	40.6
10:55:35 PM	40.2
10:55:45 PM	42.5
10:55:55 PM	39.6
	52.2

Appendix B
Operation Noise Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Project Composite Noise Calculations (CNEL)

Project: Milken East Campus

With Public Special Events

Receptor	Ambient	Traffic[a]	Athletic Field	Basketball	Volleyball			Project Composite	Ambient + Project	Increase
R1	60.1	51.8	30.2	19.0	18.8			51.9	60.7	0.6
R2	58.1	50.1	35.4	26.5	27.0			50.3	58.8	0.7
R3	61.3	54.2	29.7	30.6	31.8			54.3	62.1	0.8
R4	57.4	48.2	34.8	40.4	40.6			49.6	58.1	0.7

		Traffic Noise Levels, CNEL								
Receptor	Roadway Segment	Existing	Existing + Project	Project Only	distance to roadway, ft	Existing	Existing + Project	barrier	distance to Center Line	adj. for distance
R1	Mulholland Dr.	62.0	62.4	51.8	100	67.5	67.9	0	35	-5.5
R2	Casiano Dr.	53.6	55.2	50.1	100	59.6	61.2	0	30	-6.0
R3	Casiano Dr.	55.8	58.1	54.2	10	55.8	58.1	0	30	0.0
R4	Casiano Dr.	49.8	52.1	48.2	100	55.8	58.1	0	30	-6.0

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Noise Calculations - Sport Activities - Leq

Project: Milken East Campus

Athletic Field

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	10	0	0
R1	34.0	30.2	33.2	0.0	0.0
R2	39.2	35.4	38.4	0.0	0.0
R3	33.5	29.7	32.7	0.0	0.0
R4	38.6	34.8	37.8	0.0	0.0

Basketball Court

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	10	0	0
R1	22.6	19.0	21.8	0.0	0.0
R2	30.3	26.5	29.5	0.0	0.0
R3	34.4	30.6	33.6	0.0	0.0
R4	44.2	40.4	43.4	0.0	0.0

Volleyball Court

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	10	0	0
R1	22.4	18.8	21.6	0.0	0.0
R2	30.8	27.0	30.0	0.0	0.0
R3	35.6	31.8	34.8	0.0	0.0
R4	44.4	40.6	43.6	0.0	0.0

Combined All Sport Activities

Receptor	Total Project (Leq)	Total Project (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	34.6	30.8	54.6	54.6	0.0
R2	40.2	36.5	50.0	50.4	0.4
R3	39.4	35.6	51.9	52.1	0.2
R4	47.9	44.1	52.2	53.6	1.4

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Noise Calculations - Sport Activities - Leq

Project: Milken East Campus

Athletic Field

	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
			Hours of Operations		
Receptor	Leq	CNEL	10	0	0
R1	37.0		36.2	0.0	0.0
R2	42.2		41.4	0.0	0.0
R3	36.5		35.7	0.0	0.0
R4	41.6		40.8	0.0	0.0

Basketball Court

	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
			Hours of Operations		
Receptor	Leq	CNEL	10	0	0
R1	25.7		24.9	0.0	0.0
R2	33.4		32.6	0.0	0.0
R3	37.5		36.7	0.0	0.0
R4	47.3		46.5	0.0	0.0

Volleyball Court

	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
			Hours of Operations		
Receptor	Leq	CNEL	10	0	0
R1	25.5		24.7	0.0	0.0
R2	33.9		33.1	0.0	0.0
R3	38.7		37.9	0.0	0.0
R4	47.5		46.7	0.0	0.0

Combined All Sport Activities

Receptor	Total Project (Leq)	Total Project (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	37.6		54.6	54.7	0.1
R2	43.3		50.0	50.8	0.8
R3	42.4		51.9	52.4	0.5
R4	50.9		52.2	54.6	2.4

Milken East Campus
Source Levels in dB(A) - Athletic Activities (Leq)

Name	Source type	Lw dB(A)	
Basketball Court (Leq)	Area	92.4	
Soccer Field Practice (Leq)	Area	102.7	
Volleyball Court (Leq)	Area	92.4	

Milken East Campus
Contribution level - Athletic Activities (Leq)

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 34.6 dB(A)			
Soccer Field Practice (Leq)	Area	34.0	
Basketball Court (Leq)	Area	22.6	
Volleyball Court (Leq)	Area	22.4	
Receiver R2 Leq,d 40.3 dB(A)			
Soccer Field Practice (Leq)	Area	39.2	
Basketball Court (Leq)	Area	30.3	
Volleyball Court (Leq)	Area	30.8	
Receiver R3 Leq,d 39.3 dB(A)			
Soccer Field Practice (Leq)	Area	33.5	
Basketball Court (Leq)	Area	34.4	
Volleyball Court (Leq)	Area	35.6	
Receiver R4 Leq,d 47.9 dB(A)			
Soccer Field Practice (Leq)	Area	38.6	
Basketball Court (Leq)	Area	44.2	
Volleyball Court (Leq)	Area	44.4	

Milken East Campus
Source Levels in dB(A) - Athletic Activities (L10)

Name	Source type	Lw dB(A)	
Basketball Court (L10)	Area	95.5	
Soccer Field Practice (L10)	Area	105.7	
Volleyball Court (L10)	Area	95.5	

Milken East Campus
Contribution level - Athletic Activities (L10)

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 37.6 dB(A)			
Soccer Field Practice (L10)	Area	37.0	
Basketball Court (L10)	Area	25.7	
Volleyball Court (L10)	Area	25.5	
Receiver R2 Leq,d 43.3 dB(A)			
Soccer Field Practice (L10)	Area	42.2	
Basketball Court (L10)	Area	33.4	
Volleyball Court (L10)	Area	33.9	
Receiver R3 Leq,d 42.4 dB(A)			
Soccer Field Practice (L10)	Area	36.5	
Basketball Court (L10)	Area	37.5	
Volleyball Court (L10)	Area	38.7	
Receiver R4 Leq,d 51.0 dB(A)			
Soccer Field Practice (L10)	Area	41.6	
Basketball Court (L10)	Area	47.3	
Volleyball Court (L10)	Area	47.5	

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - CNEL

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,369	13,690	10%	0	0	67.2
- South of Casiano Dr.	50	10	35	35	1,476	14,760	10%	0	0	67.5
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	424	4,240	10%	0	0	59.6
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	177	1,770	10%	0	0	55.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - AM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,704	17,040	10%	0	0	68.7
- South of Casiano Dr.	50	10	35	35	1,871	18,710	10%	0	0	69.1
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	575	5,750	10%	0	0	61.5
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	168	1,680	10%	0	0	56.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - PM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,034	10,340	10%	0	0	66.5
- South of Casiano Dr.	50	10	35	35	1,082	10,820	10%	0	0	66.7
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	272	2,720	10%	0	0	58.2
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	186	1,860	10%	0	0	56.6

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING + PROJECT CONDITIONS - CNEL

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,375	13,750	10%	0	0	67.2
- South of Casiano Dr.	50	10	35	35	1,610	16,100	10%	0	0	67.9
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	613	6,130	10%	0	0	61.2
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	300	3,000	10%	0	0	58.1

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING + PROJECT CONDITIONS - AM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,718	17,180	10%	0	0	68.8
- South of Casiano Dr.	50	10	35	35	2,091	20,910	10%	0	0	69.6
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	879	8,790	10%	0	0	63.3
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	362	3,620	10%	0	0	59.5

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING + PROJECT CONDITIONS - PM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,032	10,320	10%	0	0	66.5
- South of Casiano Dr.	50	10	35	35	1,130	11,300	10%	0	0	66.9
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	347	3,470	10%	0	0	59.3
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	238	2,380	10%	0	0	57.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - CNEL

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,383	13,830	10%	0	0	67.3
- South of Casiano Dr.	50	10	35	35	1,492	14,920	10%	0	0	67.6
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	428	4,280	10%	0	0	59.7
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	179	1,790	10%	0	0	55.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - AM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,722	17,220	10%	0	0	68.8
- South of Casiano Dr.	50	10	35	35	1,890	18,900	10%	0	0	69.2
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	581	5,810	10%	0	0	61.5
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	169	1,690	10%	0	0	56.2

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - PM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,044	10,440	10%	0	0	66.6
- South of Casiano Dr.	50	10	35	35	1,093	10,930	10%	0	0	66.8
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	276	2,760	10%	0	0	58.3
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	188	1,880	10%	0	0	56.6

* Estimated based on Google Earth map.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE + PROJECT CONDITIONS - CNEL

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	24-Hour CNEL
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,406	14,060	10%	0	0	67.3
- South of Casiano Dr.	50	10	35	35	1,677	16,770	10%	0	0	68.1
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	664	6,640	10%	0	0	61.6
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	326	3,260	10%	0	0	58.5

* Estimated based on Google Earth map.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE + PROJECT CONDITIONS - AM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,758	17,580	10%	0	0	68.9
- South of Casiano Dr.	50	10	35	35	2,178	21,780	10%	0	0	69.8
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	937	9,370	10%	0	0	63.6
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	376	3,760	10%	0	0	59.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Milken East Campus

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE + PROJECT CONDITIONS - PM PEAK HOUR

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	PHV to ADT factor	Barrier Atten.	Site Adjust., dBA	Hour, Leq**
Mulholland Drive										
- North of Casiano Dr.	50	10	35	35	1,054	10,540	10%	0	0	66.6
- South of Casiano Dr.	50	10	35	35	1,176	11,760	10%	0	0	67.1
Casiano Drive										
- Between Mulholland Dr. and Stephen Wise Dr.	40	10	30	25	392	3,920	10%	0	0	59.8
- Between Stephen Wise Dr. and Casiano Ct.	40	10	30	25	276	2,760	10%	0	0	58.3

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 10/6/2025

Prepared for
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Los Angeles, California

Prepared by
Ramboll Americas Engineering Solutions, Inc.
Irvine, California

Project Number
1940116122

Date
November 2025

AIR QUALITY TECHNICAL REPORT

MILKEN COMMUNITY SCHOOL EAST CAMPUS PROJECT
LOS ANGELES, CALIFORNIA

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TABLE

Table 1. Maximum Daily Criteria Pollutant Emission Estimates for Project Operation

APPENDICES

Appendix A: CalEEMod® Model Run

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AJU	American Jewish University
AQMP	Air Quality Management Plan
CalEEMod®	California Emission Estimator Model®
CAP	criteria air pollutant
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
EMFAC	CARB's on-road mobile source emission factor model
H_2S	hydrogen sulfide
LST	Localized Significance Threshold
MCS	Milken Community School
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
O_3	ozone
OFFROAD	CARB's off-road mobile source emission factor model
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SO_2	sulfur dioxide
SO_X	oxides of sulfur
VOC	volatile organic compound

1. INTRODUCTION

The purpose of this technical report is to present the quantitative analyses that were used to evaluate the Milken Community School East Campus Project's operational criteria air pollutant (CAP) emissions.

1.1 Project Description

The Milken Community School (MCS) East Campus Project ("Project") consists of the relocation of the high school component of MCSs existing approved school use to the property commonly known as 15600 Mulholland Drive, (the "Project Site"). MCS currently operates a middle and high school on a site located to the west of the Project Site at 15900 Mulholland Drive, which has a total permitted enrollment of 890 students in grades 6-12.

The Project Site, which is currently occupied by the former campus of the American Jewish University ("AJU"), is a 21.7-acre (approximately 945,761 square feet) site and is developed with several buildings (approximately 193,323 square feet), including:

1. The Main Building (approximately 125,000 square feet), consisting of classrooms, a library, a performing arts center and auditorium, a kitchen and cafeteria, religious use areas, and administrative offices;
2. A Student Union (approximately 13,600 square feet) building, consisting of recreational facilities and administrative offices;
3. Four student residence buildings (total of approximately 56,000 square feet);
4. Athletic fields and ornamental landscaping;
5. Approximately 396 automobile parking spaces; and
6. Campus security fencing, gates, and associated security kiosk (approximately 123 square feet).

Physical improvements to accommodate the relocated high school will consist of interior renovations to the main campus building (the "Main Building") and the Student Union building ("Student Union") only. No additional structures or additional floor area will be constructed. After completion of the Project, the Main Building will contain classrooms, science laboratories, an auditorium and performing arts rooms, kitchen and dining areas, a student lounge, religious use areas, and faculty and administrative offices. The Student Union will contain fitness rooms, multipurpose rooms, and offices. As a part of the Project renovations, minor exterior alterations will be made to the Main Building to improve building circulation. Specifically, existing floor-to-ceiling windows adjacent to the parking area on the upper level will be converted into doors. The Project does not include grading and proposes no soil import or export. The Project does not propose the removal of any protected or non-protected trees.

After completion of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site. Accordingly, the overall permitted enrollment at the two MCS sites will be 1,200 students, which will be less than the combined total of 2,290 students (1,400 AJU students plus 890 MCS students) permitted by the existing Conditional Use Permits.

1.2 Existing Conditions

Existing land uses within the Project Site include a former campus university with a Main Building, a Student Union, residence buildings, athletic fields, and parking spaces. Operational emissions under the existing conditions are conservatively not addressed in this analysis.

2. SIGNIFICANCE THRESHOLDS

2.1 California Environmental Quality Act Guidelines

The analysis provided in this report evaluates the significance of the proposed Project's CAP emissions by reference to the following questions from Section III, Air Quality, of Appendix G of the California Environmental Quality Act (CEQA) Guidelines:[1]

Threshold 1. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Threshold 2. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Threshold 3. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Threshold 4. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

An evaluation of the proposed Project based on the significance thresholds discussed below is provided in subsequent sections.

2.2 South Coast Air Quality Management District Thresholds

CAPs of concern include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and hydrogen sulfide (H_2S). The South Coast Air Quality Management District (SCAQMD) has established significance thresholds[2] to assess the impacts of Project-related operational emissions on regional and local ambient air quality, including mass daily thresholds for CAP emissions. The analysis summarized in this report estimates Project-related operational mass emissions and compares the emissions to SCAQMD's mass daily significance thresholds. This report also assesses the ambient air quality impacts from operational activities to the state and local ambient air quality standards, by comparison of project emissions to the SCAQMD Localized Significance Thresholds (LSTs).[3] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

2.3 Project Approach to Significance

This report, relative to Threshold 1, evaluates the proposed Project for consistency with the applicable plan related to emissions, which is the 2022 Air Quality Management Plan (AQMP) for the South Coast Air Basin. This report, relative to Threshold 2, quantifies the proposed Project's emissions during operation and compares those results to the applicable SCAQMD mass daily thresholds. Relative to Threshold 3, this report quantifies the proposed Project's emissions during operation and compares those results to the applicable SCAQMD LST

[1] California Natural Resources Agency. 2018. Appendix G of the CEQA Guidelines. Available at: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf. Accessed: October 2025.

[2] SCAQMD. 2023. Air Quality Significance Thresholds. March. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed: October 2025.

[3] SCAQMD. Localized Significance Thresholds. Available at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed: October 2025.

thresholds. This report, relative to Threshold 4, evaluates the potential for odor-generating activities from the proposed Project.

3. CRITERIA POLLUTANT EMISSION INVENTORIES

This analysis focuses on the potential change in air quality due to implementation of the proposed Project. The proposed Project would result in CAP emissions from operational sources. Operational activities would also generate emissions at the Project Site from miscellaneous on-site sources, such as natural gas combustion for heating and landscaping equipment, and off-site from operational-related traffic.

Ramboll utilized the California Emission Estimator Model version 2022.1 (CalEEMod®)[4] to quantify the criteria pollutant emissions associated with operation of the Project. CalEEMod® is a state-wide program designed to calculate both criteria and greenhouse gas emissions from development projects in California. CalEEMod® is based on California Air Resources Board (CARB) approved Off-Road and On-Road Mobile-Source Emission Factor models (OFFROAD and EMFAC, respectively) and is designed to estimate operational emissions for land use development projects and allows for the input of Project-specific information. OFFROAD2011 and OFFROAD2017 are emissions factor models used in CalEEMod® to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). EMFAC2021 is the emissions factor model used in CalEEMod® to calculate emissions rates from on-road vehicles (e.g., passenger vehicles, haul trucks).

CalEEMod® provides a simple platform to calculate operational emissions from a land use project. It calculates both the maximum daily and annual average emissions for criteria pollutants. The model also provides default values for water and energy use.

3.1 Operational Emissions

Operational emissions would occur after build-out of the proposed Project.

The following Project-specific assumptions were used as inputs to the CalEEMod® model run for operational emissions:

- Operational Year: 2026;
- High School Size: 900 students;
- High School Land Use Size: 193,323 square-foot building;
- Project Trip Rates for Operational Mobile Emissions: 2.14 trips/student/day;
- Project Trip Length for Operational Mobile Emissions: 11.76 miles/trip.

Assumptions for trip rates and trip lengths were determined to align with the Project-specific trip generation and vehicle miles travelled estimates prepared by Gibson Transportation Consulting, Inc. in their traffic technical study for the proposed Project.[5]

All other inputs to the model were based on CalEEMod® defaults, which were used to estimate CAP emissions from area sources (consumer products, architectural coatings, and landscaping equipment), natural gas combustion related to energy use, and on-road mobile sources. Refer to the CalEEMod model run included **Appendix A** for further details.

[4] California Air Pollution Control Officers Association. 2022. California Emissions Estimator Model. Version 2022.1. Available at: http://www.caleemod.com/. Accessed: October 2025.

[5] Gibson Transportation Consulting, Inc. 2025. Transportation Analysis for Milken Community School, Los Angeles, California. October 30.

Table 1 summarizes the maximum daily CAP emissions associated with the proposed Project operation. As shown in this table, the maximum daily emissions for the proposed Project operation are below the SCAQMD mass daily significance thresholds for VOC, NO_X, CO, PM_{10}, SO_X, and $PM_{2.5}$. Additionally, the maximum daily on-site emissions from the proposed Project operation are less than the LSTs for NO_X, CO, PM_{10}, and $PM_{2.5}$.

4. PROJECT INVENTORY IN CONTEXT

This section assesses the significance of the proposed Project's emissions for purposes of CEQA.

4.1 Threshold 1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The most current air quality plan for the region is the SCAQMD 2022 AQMP, which is based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for their 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Thus, consistency with the planning assumptions contained within the RTP/SCS demonstrates consistency with SCAQMD's 2022 AQMP.

The SCAG RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 25-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The SCS is a required element of the RTP. The SCS integrates land use and transportation strategies that will achieve CARB emissions reduction targets.[6]

The proposed Project would not create any overall population growth; therefore, it has no effect on the growth assumptions used in the 2022 AQMP and 2024-2050 RTP/SCS, *Connect SoCal*. The Project is consistent with these plans and would not impair the region's ability to achieve the SCAQMD's goals for attainment of air quality standards, thus the proposed Project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP nor the SCAG RTP/SCS.

4.2 Threshold 2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

The proposed Project is located within the Los Angeles County, which is currently designated as non-attainment for the federal and state O_3 standards, the state PM_{10} standard, and the federal and state for $PM_{2.5}$ standards. Ozone precursors include VOC and NO_X. As discussed in **Section 3**, estimated emissions for the proposed Project show that the maximum daily mass emissions for operation (**Table 1**) are less than the SCAQMD mass daily significance thresholds for VOC, NO_X, CO, PM_{10}, SO_X, and $PM_{2.5}$.

The proposed Project is not expected to emit H_2S. Common sources of H_2S include oil and natural gas extraction and processing, sewage treatment facilities, landfills, and other heavy industrial sites. The proposed Project land uses are educational in nature and are therefore not expected to generate significant H_2S emissions.

Overall, the proposed Project would not result in any cumulatively considerable impacts for criteria pollutants for which the Project region is non-attainment.

[6] SCAG. 2024. 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. April. Available at: https://scag.ca.gov/connect-socal. Accessed: October 2025.

4.3 Threshold 3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

The SCAQMD's LST Methodology was used to assess localized ambient air quality impacts from on-site construction and operational activities and determine whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations. The maximum daily on-site emissions from operation of the proposed Project are below the SCAQMD LST thresholds, as shown in **Table 1**. As a result, the proposed Project is not expected to expose sensitive receptors to substantial pollutant concentrations.

4.4 Threshold 4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

4.4.1 Operational Odors

According to the SCAQMD, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[7] The proposed Project does not include any uses identified by the SCAQMD as being associated with odors, and thus the proposed Project would not result in odors adversely affecting a substantial number of people.

[7] SCAQMD. 1993. CEQA Air Quality Handbook. Available at: https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_2-AirQuality/SCAQMD_1993_-_CEQA_Handbook.pdf. Accessed: October 2025.

TABLE

Table 1. Maximum Daily Criteria Air Pollutant Emission Estimates for Project Operation **DRAFT**
Milken Community School East Campus Project
Los Angeles, California

Emission Category	Maximum Daily Emissions (lb/day)					
	NO_x	VOC[1]	PM_{10}	$PM_{2.5}$	SO_x[2]	CO
Total Operational Emissions[3]	7.53	12.9	16.3	4.28	0.18	79.3
SCAQMD Mass Daily Threshold[4]	55	55	150	55	150	550
Above SCAQMD Mass Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
On-Site Operational Emissions[5]	1.40	--	0.90	0.30	--	12.80
SCAQMD Localized Significance Threshold[6]	103	--	1	1	--	562
Above SCAQMD Localized Significance Threshold?	**No**	--	**No**	**No**	--	**No**

Notes:

[1] For purposes of this analysis VOC emissions are assumed to be equal to ROG.

[2] For purposes of this analysis SO_X emissions are assumed to be equal to SO_2.

[3] Obtained from CalEEMod® model run in **Appendix A-1**.

[4] Obtained from SCAQMD Air Quality Significance Thresholds. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed: October 2025.

[5] On-site emissions from operations of the proposed Project include emissions from area sources, energy sources, and on-site travel related to project-related mobile sources (obtained from **Appendix A-1**). For purposes of this analysis, it is assued that approximately 5.0% of total emissions from mobile sources would occur on-site, based on the ratio of the on-site distance to the total trip distance.

[6] Localized significance thresholds for Northwest Coastal LA County (Source Receptor Area 2) obtained from SCAQMD Appendix C - Mass Rate LST Look-up Tables. The most conservative thresholds, based on a 1-acre site and a receptor distance of 25 m from the site boundary, were selected. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed: October 2025.

Abbreviations:

CalEEMod® - CALifornia Emissions Estimator MODel
CO - carbon monoxide
lbs - pounds
LST - Localized Significance Threshold
m - meters
NO_2 - nitrogen dioxide
NO_x - nitrogen oxide compounds (NO + NO_2)
$PM_{2.5}$ - particulate matter less than 2.5 microns in diameter
PM_{10} - particulate matter less than 10 microns in diameter
ROG - reactive organic gases
SCAQMD - South Coast Air Quality Management District
SO_2 - sulfur dioxide
SO_x - sulfur oxide compounds
VOC - volatile organic compounds

APPENDIX A
CALEEMOD® MODEL RUN

Milken School AQ Analysis Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Milken School AQ Analysis
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.6
Location	15600 Mulholland Dr, Los Angeles, CA 90077, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3804
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
High School	900	Student	2.74	193,323	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.9	12.9	7.03	79.3	0.18	0.20	16.1	16.3	0.19	4.09	4.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	11.4	7.53	64.3	0.17	0.19	16.1	16.3	0.18	4.09	4.27
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.3	12.3	7.65	72.0	0.17	0.20	15.9	16.1	0.19	4.04	4.22
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.42	2.24	1.40	13.1	0.03	0.04	2.90	2.94	0.03	0.74	0.77

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.62	6.80	5.93	70.1	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Area	6.12	6.01	0.07	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Water	—	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—	—
Total	13.9	12.9	7.03	79.3	0.18	0.20	16.1	16.3	0.19	4.09	4.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.54	6.71	6.49	63.5	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Area	4.63	4.63	—	—	—	—	—	—	—	—	—
Energy	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Water	—	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—	—
Total	12.3	11.4	7.53	64.3	0.17	0.19	16.1	16.3	0.18	4.09	4.27
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.50	6.67	6.57	65.4	0.17	0.11	15.9	16.0	0.10	4.04	4.14
Area	5.65	5.57	0.05	5.76	< 0.005	0.01	—	0.01	0.01	—	0.01
Energy	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Water	—	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—	—
Total	13.3	12.3	7.65	72.0	0.17	0.20	15.9	16.1	0.19	4.04	4.22
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.37	1.22	1.20	11.9	0.03	0.02	2.90	2.92	0.02	0.74	0.76
Area	1.03	1.02	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.02	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—	—
Total	2.42	2.24	1.40	13.1	0.03	0.04	2.90	2.94	0.03	0.74	0.77

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	7.62	6.80	5.93	70.1	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Total	7.62	6.80	5.93	70.1	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	7.54	6.71	6.49	63.5	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Total	7.54	6.71	6.49	63.5	0.17	0.11	16.1	16.2	0.10	4.09	4.19
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	1.37	1.22	1.20	11.9	0.03	0.02	2.90	2.92	0.02	0.74	0.76
Total	1.37	1.22	1.20	11.9	0.03	0.02	2.90	2.92	0.02	0.74	0.76

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Total	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Total	0.11	0.06	1.03	0.87	0.01	0.08	—	0.08	0.08	—	0.08
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	0.02	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.02	0.01	0.19	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.14	4.14	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.49	0.49	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.50	1.38	0.07	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	6.12	6.01	0.07	8.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	4.14	4.14	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.49	0.49	—	—	—	—	—	—	—	—	—
Total	4.63	4.63	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.76	0.76	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	0.09	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.19	0.17	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	1.03	1.02	0.01	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
High School	1,929	1,929	1,929	704,085	22,690	22,690	22,690	8,281,850

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	289,985	96,662	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
High School	1,292,625	690	0.0489	0.0069	3,852,984

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
High School	3,964,464	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
High School	164	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
High School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
High School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
High School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Building square footage was adjusted to match project description

Operations: Vehicle Data	Project trip rates were updated to capture project specific trip generation data. Project trip lengths were updated to produce daily VMT calculate specifically for this project.

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HYDROLOGY & WATER RESOURCES TECHNICAL REPORT
NOVEMBER 19, 2025

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1. INTRODUCTION

1.1. PROJECT LOCATION AND EXISTING ON-SITE USES:

The Site is located at 15600 Mulholland Drive in Los Angeles, California. The Site is a reported 21.7 acres in size and is further identified by County of Los Angeles Assessor's Parcel Numbers 4378-001-041. The Site is currently occupied by the former campus of the American Jewish University ("AJU") and is developed with multiple buildings. The Main Building currently consists of classrooms, a library, a performing arts center and auditorium, a kitchen and cafeteria, religious use areas, and administrative offices. The Student Union Building consists of recreational facilities and administrative offices. The Site is also occupied by four Student Residence Buildings, athletics fields, parking spaces, and campus security fencing, gates, and associated kiosk.

Existing buildings on the Project Site include the three-story, approximately 125,000-square-foot Main Building; a two-story, approximately 13,600-square-foot Student Union Building; and four three-story, total of approximately 56,000-square-foot Student Residence Buildings. Existing parking lots have approximately 396 parking spaces. Vehicular access to the Project Site is provided via five driveways along Casiano Road. Pedestrian access to the Project Site is located along Casiano Road. The Project Site is generally sloping to the west along the west of the Site and slopes north along the east of the site. Existing landscaping within the Project Site includes lawns, shrubs, and trees. Electricity, potable water and sanitary sewer service is provided to the area by the City of Los Angeles. Natural gas is supplied to the area by the Southern California Gas Company.

1.2. PROJECT DESCRIPTION

The Project proposes to relocate the high school component of the Milken Community School's existing approved school use to the Project Site, where it will make use of the existing school facilities. The Project does not include construction or grading; and proposes no soil import or export. The Project does not propose the removal of any protected or non-protected trees. No additional floor area will be constructed.

The proposed uses of the Main Building would be classrooms, science laboratories, an auditorium and performing arts rooms, kitchen and dining areas, a student lounge, religious use areas, and faculty and administrative offices. The Student Union will contain fitness rooms, multipurpose rooms, and offices. After completion of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site.

1.3. SCOPE OF WORK

This report provides a description of the existing site conditions and analyzes the Project's potential impacts to surface water hydrology, surface water quality, groundwater level, and groundwater quality.

2. REGULATORY FRAMEWORK

2.1. SURFACE WATER HYDROLOGY

County of Los Angeles Hydrology Manual

Per the City of Los Angeles (City) Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County (County) Department of Public Works Hydrology Manual as its basis of design for storm drainage facilities. The 2006 LACDPW Hydrology Manual requires projects to have drainage facilities that meet the Urban Flood level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. A 25-year frequency design storm has a probability of 1/25 of being equaled or exceeded in any year. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event.[1] The County also limits the allowable discharge into existing storm drain facilities based on the municipal separate storm sewer systems (MS4) Permit, which is enforced on all new developments that discharge directly into the County's storm drain system. Any proposed drainage improvements of County owned storm drain facilities such as catch basins and storm drain lines require review and approval from the County Flood Control District department.

Los Angeles Municipal Code

Any proposed drainage improvements within the street right of way or any other property owned by or under the control of the City requires the approval of a B-permit (Section 62.105, Los Angeles Municipal Code (LAMC)). Under the B-permit process, storm drain installation plans are subject to review and approval by the City of Los Angeles Department of Public Works, Bureau of Engineering. Additionally, any connections to the City's storm drain system from a private property to a City catch basin or an underground storm drain pipe requires a storm drain connection permit from the City of Los Angeles Department of Public Works, Bureau of Engineering.

2.2. SURFACE WATER QUALITY

Clean Water Act

The Clean Water Act was first introduced in 1948 as the Water Pollution Control Act. The Clean Water Act authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the Clean Water Act are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the Clean Water Act forms the basic national framework for the management of water quality and the control of pollutant discharges. The Clean Water Act also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish,

[1] Los Angeles County Department of Public Works Hydrology Manual, January 2006, http://ladpw.org/wrd/publication/index.cfm, accessed November, 2025.

shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.[2]

Since its introduction, major amendments to the Clean Water Act have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the U.S. Environmental Protection Agency (USEPA), while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by a USEPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a "Best Management Practices" Program at the state level and provided the Water Pollution Control Act with the common name of "Clean Water Act," which is universally used today. Amendments enacted in 1987 required the USEPA to create specific requirements for discharges.

In response to the 1987 amendments to the Clean Water Act and as part of Phase I of its NPDES permit program, the USEPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. Phase II of the USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small municipal separate storm sewer systems,[3] (2) construction sites of one to five acres, and (3) industrial facilities owned or operated by small municipal separate storm sewer systems. The NPDES permit program is typically administered by individual authorized states.

In 2008, the USEPA published draft Effluent Limitation Guidelines (ELGs) for the construction and development industry. On December 1, 2009 the EPA finalized its 2008 Effluent Guidelines Program Plan.

In California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB). The SWRCB was created by the Legislature in 1967. The joint authority of water distribution and water quality protection allows the Board to provide protection for the State's waters, through its nine Regional Water Quality Control Boards (RWQCBs). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop "basin

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[2] Non-point sources of pollution are carried through the environment via elements such as wind, rain, or stormwater and are generated by diffuse land use activities (such as runoff from streets and sidewalks or agricultural activities) rather than from an identifiable or discrete facility.

[3] A small municipal separate storm sewer system (MS4) is any MS4 not already covered by the Phase I program as a medium or large MS4. The Phase II Rule automatically covers on a nationwide basis all small MS4s located in "urbanized areas" as defined by the Bureau of the Census (unless waived by the NPDES permitting authority), and on a case-by-case basis those small MS4s located outside of urbanized areas that the NPDES permitting authority designates.

plans" for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.[4]

Federal Anti-Degradation Policy

The Federal Anti-degradation Policy (40 Code of Federal Regulations 131.12) requires states to develop statewide anti-degradation policies and identify methods for implementing them. Pursuant to the Code of Federal Regulations (CFR), state anti-degradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control. The California Water Code authorizes the SWRCB to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

As discussed above, under the California Water Code (CWC), the State of California is divided into nine RWQCBs, governing the implementation and enforcement of the CWC and CWA. The Project Site is located within Region 4, also known as the Los Angeles Region. Each RWQCB is required to formulate and adopt a Basin Plan for its region. This Plan must adhere to the policies set forth in the CWC and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

California Anti-Degradation Policy

The California Anti-degradation Policy, otherwise known as the *Statement of Policy with Respect to Maintaining High Quality Water in California* was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Anti-degradation Policy, the California Anti-degradation Policy applies to all waters of the State, not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

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[4] Los Angeles Regional Water Quality Control Board. LARWQCB Basin Plan. April 2019. <https://www.epa.gov/laws-regulations/summary-clean-water-act>., accessed November, 2025.

California Toxic Rule

In 2000, the EPA promulgated the California Toxic Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. The EPA promulgated this rule based on the EPA's determination that the numeric criteria are necessary in the State to protect human health and the environment. The California Toxic Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the Los Angeles RWQCB (LARWQCB) as having beneficial uses protective of aquatic life or human health.

Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the California Water Code, the LARWQCB has adopted a plan entitled "Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties" (Basin Plan). Specifically, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.[5]

The Basin Plan is a resource for the LARWQCB and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

NPDES Permit Program

The NPDES permit program was first established under authority of the CWA to control the discharge of pollutants from any point source into the waters of the United States. As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs.

The General Permit

SWRCB Order No. 2012-0006-DWQ known as "The General Permit" was adopted on July 17, 2012. This NPDES permit establishes a risk-based approach to stormwater control

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[5] Los Angeles Regional Water Quality Control Board. LARWQCB Basin Plan. June 2019. <http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/> accessed November, 2025.

requirements for construction projects by identifying three project risk levels. The main objectives of the General Permit are to:

1. Reduce erosion;
2. Minimize or eliminate sediment in stormwater discharges;
3. Prevent materials used at a construction site from contacting stormwater;
4. Implement a sampling and analysis program;
5. Eliminate unauthorized non-stormwater discharges from construction sites;
6. Implement appropriate measures to reduce potential impacts on waterways both during and after construction of projects; and
7. Establish maintenance commitments on post-construction pollution control measures.

California mandates all construction activities disturbing more than one acre of land to develop and implement Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of Best Management Practices (BMPs) for a specific construction project, charging owners with stormwater quality management responsibilities. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.[6, 7]

Los Angeles County Municipal Storm Water System (MS4) Permit

As described above, USEPA regulations require that MS4 permittees implement a program to monitor and control pollutants being discharged to the municipal system from both industrial and commercial projects that contribute a substantial pollutant load to the MS4.

On November 8, 2012, the LARWQCB adopted Order No. R4-2012-0175 under the CWA and the Porter-Cologne Act. This Order is the NPDES permit or MS4 permit for municipal stormwater and urban runoff discharges within Los Angeles County. The requirements of this Order (the "Permit") cover 84 cities and most of the unincorporated areas of Los Angeles County. Under the Permit, the Los Angeles County Flood Control District (LACFCD) is designated as the Principal Permittee. The Permittees are the 84 Los Angeles County cities (including the City of Los Angeles) and Los Angeles County. Collectively, these are the "Co-Permittees". The Principal Permittee helps to facilitate activities

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6 State Water Resources Control Board. State Water Resources Control Board. July 2012, http://www.swrcb.ca.gov/water_issues/programs/npdes/.

7 USEPA. U.S. Environmental Protection Agency - NPDES. July 2012, https://www.epa.gov/npdes.

necessary to comply with the requirements outlined in the Permit but is not responsible for ensuring compliance of any of the Permittees.

Stormwater Quality Management Program (SQMP)

In compliance with the Permit, the Co-Permittees are required to implement a stormwater quality management program (SQMP) with the goal of accomplishing the requirements of the Permit and reducing the amount of pollutants in stormwater runoff. The SWMP requires the County of Los Angeles and the 84 incorporated cities to:

- Implement a public information and participation program to conduct outreach on storm water pollution;
- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within the relevant jurisdictions;
- Implement a public agency activities program to minimize storm water pollution impacts from public agency activities; and
- Implement a program to document, track, and report illicit connections and discharges to the storm drain system.

The Permit contains the following provisions for implementation of the SQMP by the Co-Permittees:

1. General Requirements:
    - Each permittee is required to implement the SQMP in order to comply with applicable stormwater program requirements.
    - The SQMP shall be implemented and each permittee shall implement additional controls so that discharge of pollutants is reduced.
2. Best Management Practice Implementation:
    - Permittees are required to implement the most effective combination of BMPs for stormwater/urban runoff pollution control. This should result in the reduction of storm water runoff.
3. Revision of the SQMP:

- Permittees are required to revise the SQMP in order to comply with requirements of the RWQCB while complying with regional watershed requirements and/or waste load allocations for implementation of Total Maximum Daily Loads (TMDLs) for impaired waterbodies.

4. Designation and Responsibilities of the Principal Permittee:

   The Los Angeles County Flood Control District is designated as the Principal Permittee who is responsible for:

   - Coordinating activities that comply with requirements outlined in the NPDES Permit;
   - Coordinating activities among Permittees;
   - Providing personnel and fiscal resources for necessary updates to the SQMP;
   - Providing technical support for committees required to implement the SQMP; and
   - Implementing the Countywide Monitoring Program required under this Order and assessing the results of the monitoring program.

5. Responsibilities of Co-Permittees:

   Each Co-Permittee is required to comply with the requirements of the SQMP as applicable to the discharges within its geographical boundaries. These requirements include:

   - Coordinating among internal departments to facilitate the implementation of the SQMP requirements in an efficient way;
   - Participating in coordination with other internal agencies as necessary to successfully implement the requirements of the SQMP; and
   - Preparing an annual Budget Summary of expenditures for the storm water management program by providing an estimated breakdown of expenditures for different areas of concern, including budget projections for the following year.

6. Watershed Management Committees (WMCs):

   - Each WMC shall be comprised of a voting representative from each Permittee in the Watershed Management Area (WMA).
   - Each WMC is required to facilitate exchange of information between co-permittees, establish goals and deadlines for WMAs, prioritize pollution

control measures, develop and update adequate information, and recommend appropriate revisions to the SQMP.

7. Legal Authority:

    - Co-Permittees are granted the legal authority to prohibit non-storm water discharges to the storm drain system including discharge to the MS4 from various development types.

City of Los Angeles Water Quality Compliance Master Plan for Urban Runoff

On March 2, 2007, City Council Motion 07-0663 was introduced by the City of Los Angeles City Council to develop a water quality master plan with strategic directions for planning, budgeting and funding to reduce pollution from urban runoff in the City of Los Angeles. The Water Quality Compliance Master Plan for Urban Runoff was developed by the Bureau of Sanitation, Watershed Protection Division in collaboration with stakeholders to address the requirements of this Council Motion. The primary goal of the Water Quality Compliance Master Plan for Urban Runoff is to help meet water quality regulations. Implementation of the Water Quality Compliance Master Plan for Urban Runoff is intended over the next 20 to 30 years to result in cleaner neighborhoods, rivers, lakes and bays, augmented local water supply, reduced flood risk, more open space, and beaches that are safe for swimming. The Water Quality Compliance Master Plan for Urban Runoff also supports the Mayor and Council's efforts to make Los Angeles the greenest major city in the nation.

- The Water Quality Compliance Master Plan for Urban Runoff identifies and describes the various watersheds in the City, summarizes the water quality conditions of the City's waters, identifies known sources of pollutants, describes the governing regulations for water quality, describes the BMPs that are being implemented by the City, discusses existing TMDL Implementation Plans and Watershed Management Plans. Additionally, the Water Quality Compliance Master Plan for Urban Runoff provides an implementation strategy that includes the following three initiatives to achieve water quality goals:

- Water Quality Management Initiative, which describes how Water Quality Management Plans for each of the City's watershed and TMDL-specific Implementation Plans will be developed to ensure compliance with water quality regulations.

- The Citywide Collaboration Initiative, which recognizes that urban runoff management and urban (re)development are closely linked, requiring collaborations of many City agencies. This initiative requires the development of City policies, guidelines, and ordinances for green and sustainable approaches for urban runoff management.

- The Outreach Initiative, which promotes public education and community engagement with a focus on preventing urban runoff pollution.

- The Water Quality Compliance Master Plan for Urban Runoff includes a financial plan that provides a review of current sources of revenue, estimates costs for water quality compliance, and identifies new potential sources of revenue.

City of Los Angeles Stormwater Program

The City of Los Angeles supports the policies of the General Permit and the Los Angeles County NPDES permit through the *Development Best Management Practices Handbook. Part A Construction Activities,* 3rd Edition, and associated ordinances were adopted in September 2004. *Part B Planning Activities*, 4th Edition was adopted in June 2011. The Handbook provides guidance for developers in complying with the requirements of the Development Planning Program regulations of the City's Stormwater Program. Compliance with the requirements of this manual is required by City of Los Angeles Ordinance No. 173,494. The handbook and ordinances also have specific minimum BMP requirements for all construction activities and require dischargers whose construction projects disturb one acre or more of soil to prepare a SWPPP and file a Notice of Intent (NOI) with the SWRCB. The NOI informs the SWRCB of a particular project and results in the issuance of a Waste Discharger Identification (WDID) number, which is needed to demonstrate compliance with the General Permit.

The City of Los Angeles implements the requirement to incorporate stormwater BMPs through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including storm water requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address storm water pollution prevention goals. The Standard Urban Stormwater Mitigation Plan (SUSMP) provisions that are applicable to new residential and commercial developments include, but are not limited to, the following:[8]

- Peak Storm Water Runoff Discharge Rate: Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion;

- Provide storm drain system Stenciling and Signage (only applicable if a catch basin is built on-site);

- Properly design outdoor material storage areas to provide secondary containment to prevent spills;

- Properly design trash storage areas to prevent off-site transport of trash;

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[8] City of Los Angeles Stormwater Program website, http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/; accessed November, 2025.

- Provide proof of ongoing BMP Maintenance of any structural BMPs installed;

Design Standards for Structural or Treatment control BMPs:

- Conserve natural and landscaped areas;
- Provide planter boxes and/or landscaped areas in yard/courtyard spaces;
- Properly design trash storage areas to provide screens or walls to prevent off-site transport of trash;
- Provide proof on ongoing BMP maintenance of any structural BMPs installed;

Design Standards for Structural or Treatment Control BMPs:

- Post-construction treatment control BMPs are required to incorporate, at minimum, either a volumetric or flow based treatment control design or both, to mitigate (infiltrate, filter or treat) storm water runoff.

In addition, project applicants subject to the SUSMP requirements must select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB. The BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency. Further, the source and treatment control BMPs must be sufficiently designed and constructed to collectively treat, infiltrate, or filter stormwater runoff from one of the following:

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998)*;
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in *California Stormwater Best Management Practices Handbook—Industrial/ Commercial, (1993)*;
- The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system; or
- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

Los Angeles Municipal Code

Section 64.70 of the LAMC sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance. The ordinance prohibits the discharge of the following into any storm drain system:

- Any liquids, solids, or gases which by reason of their nature or quantity are flammable, reactive, explosive, corrosive, or radioactive, or by interaction with other materials could result in fire, explosion or injury.
- Any solid or viscous materials, which could cause obstruction to the flow or operation of the storm drain system.
- Any pollutant that injures or constitutes a hazard to human, animal, plant, or fish life, or creates a public nuisance.
- Any noxious or malodorous liquid, gas, or solid in sufficient quantity, either singly or by interaction with other materials, which creates a public nuisance, hazard to life, or inhibits authorized entry of any person into the storm drain system.
- Any medical, infectious, toxic or hazardous material or waste.

Additionally, unless otherwise permitted by a NPDES permit, the ordinance prohibits industrial and commercial developments from discharging untreated wastewater or untreated runoff into the storm drain system. Furthermore, the ordinance prohibits trash or any other abandoned objects/materials from being deposited such that they could be carried into the storm drains. Lastly, the ordinance not only makes it a crime to discharge pollutants into the storm drain system and imposes fines on violators, but also gives City public officers the authority to issue citations or arrest business owners or residents who deliberately and knowingly dump or discharge hazardous chemicals or debris into the storm drain system.

Earthwork activities, including grading, are governed by the Los Angeles Building Code, which is contained in LAMC, Chapter IX, Article 1. Specifically, Section 91.7013 includes regulations pertaining to erosion control and drainage devices, and Section 91.7014 includes general construction requirements, as well as requirements regarding flood and mudflow protection.

Standard Urban Stormwater Mitigation Plan (SUSMP)

Under the Los Angeles County Municipal NPDES Permit, permittees are required to implement a development planning program to address storm water pollution. These programs require project applicants for certain types of projects to implement Standard Urban Stormwater Mitigation Plans (SUSMP) throughout the operational life of their projects. The purpose of SUSMP is to reduce the discharge of pollutants in storm water by outlining BMPs which must be incorporated into the design plans of new development and redevelopment. A project is subject to SUSMP if it falls under one of the categories listed below:

1. Single-family hillside homes;

2. Ten or more unit homes (including single family homes, multifamily homes, condominiums, and apartments);

3. Automotive service facilities;

4. Restaurants;

5. 100,000 or more square-feet of impervious surface in industrial/commercial development;

6. Retail gasoline outlet;

7. Parking lots with 5,000 square feet or more of surface area or with 25 or more parking spaces;

8. Redevelopment projects in subject categories that meet redevelopment thresholds;

9. Location within or directly adjacent to or discharging directly to an environmentally sensitive area if the discharge is likely to impact a sensitive biological species or habitat and the development creates 2,500 square feet or more of impervious surface.

Low Impact Development – City of LA (LID)

In October 2011, the City of Los Angeles passed an ordinance (Ordinance No. 181899) amending LAMC Chapter VI, Article 4.4, Sections 64.70.01 and 64.72 to expand the applicability of the existing SUSMP requirements by imposing rainwater Low Impact Development (LID) strategies on projects that require building permits. The LID ordinance became effective on May 12, 2012.

On Nov 8, 2012, the Los Angeles Regional Water Quality Control Board (Regional Board or RWQCB) adopted Order No. RA-2012-0175 the NPDES Stormwater Permit (Permit) for the County of Los Angeles and cities within (NPDES No. CAS004001). The Permit was issued to Los Angeles County Flood Control District, the county of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County to reduce pollutants discharged from their Municipal Separate Storm Sewer Systems (MS4) to the Maximum Extent Practicable (MEP) statutory standard. On December 28, 2012 the Order became effective. The requirement to implement the Permit is based on federal and state statutes, including Section 402(p) of the Federal Clean Water Act, Section 6217 of the Coastal Zone Act Reauthorization Amendments (CZARA) of 1990, and the California Water Code. The Federal Clean Water Act amendments of 1987 established a framework for regulating stormwater discharges from municipal, industrial, and construction activities under the NPDES program. The primary objectives of the stormwater program requirements are to:

- Effectively prohibit non-stormwater discharges, and

- Reduce the discharge of pollutants from stormwater conveyance systems to the MEP statutory standard.

LID is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and Best Management Practices (BMPs) that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. These LID practices can effectively remove nutrients, bacteria, and metals from stormwater while reducing the volume and intensity of stormwater flows. With respect to urban development and redevelopment projects, it can be applied onsite to mimic the site's predevelopment drainage characteristics. Through the use of various infiltration techniques, LID is geared towards minimizing surface area that produces large amounts of runoff and does not allow water to infiltrate into the ground. Where infiltration is infeasible, the use of bioretention, rain gardens, vegetated rooftops, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.[9]

In November 2011, the City adopted the Stormwater LID Ordinance (Ordinance #181899) with the stated purpose of:

The intent of the City of Los Angeles LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce offsite runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The recently adopted NPDES Permit also adopts Low Impact Development principals and requires development and redevelopment projects to incorporate similar requirements as those outlined in the City's LID Ordinance. Under the City's LID Ordinance, stormwater mitigation is required for a much larger number of development and redevelopment projects.

2.3. GROUNDWATER

[9] City of Los Angeles. "Planning and Land Development Handbook for Low Impact Development (LID)." May, 2016

Board Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As required by the California Water Code, the LARWQCB has adopted the Basin Plan. Specifically, the Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

Safe Drinking Water Act (SDWA)

The Federal Safe Drinking Act, established in 1974, sets drinking water standards throughout the country and is administered by the USEPA. The drinking water standards established in the SDWA, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (Primary Standards, Title 40, CFR Part 141) and the National Secondary Drinking Water Regulations (Second Standards, 40 CFR Part 143). California passed its own Safe Drinking Water Act in 1986 that authorizes the State's Department of Health Services (DHS) to protect the public from contaminants in drinking water by establishing maximum contaminants levels (MCLs), as set forth in the CCR, Title 22, Division 4, Chapter 15, that are at least as stringent as those developed by the USEPA, as required by the federal Safe Drinking Water Act.

California Water Plan

The California Water Plan (the Plan) provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs.

The goal for the California Water Plan Update is to meet Water Code requirements, receive broad support among those participating in California's water planning, and be a useful document for the public, water planners throughout the state, legislators and other decision-makers.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of Groundwater Sustainability Agencies (GSAS) by one or more local agencies and the adoption of Groundwater Sustainability Plans (GSPS) for basins designated as medium or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAS, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and to impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically over drafted basins be sustainable by 2040, and medium- or high-priority by 2042. The Coastal Plain of Los Angeles – Santa Monica Groundwater Basin is classified as a medium priority and is under the Santa Monica Groundwater Subbasin Groundwater Management Plan.

3. ENVIRONMENTAL SETTING

3.1. SURFACE WATER HYDROLOGY

3.1.1. REGIONAL

The Project Site is located within the Ballona Creek Watershed (Watershed) in the Los Angeles Basin. The Watershed covers approximately 130 square miles in the coastal plain of the Los Angeles Basin. Its boundaries are the Santa Monica Mountains to the north, the Harbor Freeway (110) to the east, and the Baldwin Hills to the south. The watershed includes the cities of Beverly Hills, West Hollywood, portions of the cities of Los Angeles, Culver City, Inglewood and Santa Monica, unincorporated areas of Los Angeles County, and areas under the jurisdiction of Caltrans.

The watershed is highly developed: residential (64%), industrial (4%), vacant/open space (17%), and commercial (8%) are the predominant land uses. Overall, 49% of the watershed is covered by roads, rooftops and other impervious surfaces.

Ballona Creek flows as an open channel for just under 10 miles from mid-Los Angeles (south of Hancock Park) through Culver City, reaching the Pacific Ocean at Playa del Rey (Marina del Rey Harbor).

The Estuary portion (from Centinela Avenue to the outlet) is soft bottomed, while the remainder of the creek is lined in concrete. Ballona Creek is fed by a network of underground storm drains, which reaches north into Beverly Hills and West Hollywood. Major tributaries of the Creek and Estuary include Centinela Creek, Sepulveda Channel, and Benedict Canyon Channel.

The average dry weather flow at the Watershed's terminus in Playa del Rey is 25 cubic feet per second – a slow, steady flow. The average wet weather flow is ten times higher, or even more during large storms.[10] Refer to Figure 1 for Ballona Creek Watershed Map.

3.1.2. LOCAL

[10] City of Los Angeles Stormwater Program website, https://www.ladpw.org/wmd/watershed/bc/

There is an existing 24-inch underground storm drain pipe located along Casiano Road. Multiple catch basins located along Casiano Road connects to this underground storm drain line. It then connects to a 27-inch underground storm drain main located along Mulholland Drive that flows toward the south. There are two catch basins located at the intersection of Mulholland Drive and Casiano Road that connect to this underground storm drain system. The aforementioned storm drain system is owned and maintained by the City of Los Angeles. This storm drain eventually drains into a main line owned by Caltrans.

Stormwater runoff from the Project Site will discharge toward the offsite catch basins and underground storm drain pipes located in Casiano Road that convey stormwater through various underground pipe networks into the Ballona Creek. The Ballona Creek flows generally southward, ultimately discharging into the Pacific Ocean at the Santa Monica Bay. The Ballona Creek was designed to discharge up to approximately 71,400 cubic feet of stormwater per second from a 50-year frequency storm event.[11]

3.1.3. ON SITE

The subject site consists of the Main Building and Student Union Building of the former campus of the American Jewish University at the corner of Mulholland Drive and Casiano Road. The area surrounding the site consists generally of residential properties and educational facilities to the east. To the west is the Interstate 405 freeway. The Project does not include grading and proposes no soil import or export.

See attached Figure 2 for existing on-site drainage pattern and Figure 3 for hydrology calculations.

Table 1 below shows existing volumetric flow rate generated by the 50-year storm event.

Table 1- Existing Drainage Stormwater Runoff Calculations		
Drainage Area	Area (Acres)	Q50 (cfs) (volumetric flow rate measured in cubic feet per second)
Sub-area 1	18.37	49.30
Sub-area 2	2.90	9.56
Sub-area 3	0.15	0.49
Sub-area 4	0.30	1.14

3.2. SURFACE WATER QUALITY

3.2.1. REGIONAL

As stated above, the Project Site lies within the Ballona Creek Watershed. Constituents of concern listed for Ballona Creek under California's Clean Water Act Section 303(d) List include Copper, Cyanide, Indicator Bacteria, Lead, Toxicity, Trash, Viruses (enteric), Zinc,

[11] <http://www.ladpw.org/wmd/watershed/bc/>; accessed November, 2025.

Aluminum, Bifenthrin, Chlordane, Cyfluthrin, Cyhalothrin, Cypermethrin, DDT, Deltamethrin, Esfenvalerate, Fipronil, Imidacloprid, Permethrin, Pyrethroid, and pH. TMDL's that apply to this waterbody has been recorded by the EPA and are as follows: Nitrate-Nitrogen, Nitrite-Nitrogen, Nitrate-Nitrogen + Nitrite-Nitrogen, Total Cadmium, Total Copper, Total Lead, Total Zinc, and E. coli[12].

3.2.2. LOCAL

In general, urban stormwater runoff occurs following precipitation events, with the volume of runoff flowing into the drainage system depending on the intensity and duration of the rain event. Contaminants that may be found in stormwater from developed areas include sediments, trash, bacteria, metals, nutrients, organics and pesticides. The source of contaminants includes surface areas where precipitation falls, as well as the air through which it falls. Contaminants on surfaces such as roads, maintenance areas, parking lots, and buildings, which are usually contained in dry weather conditions, may be carried by rainfall runoff into drainage systems. The City of Los Angeles typically installs catch basins with screens to capture debris before entering the storm drain system. In addition, the City conducts routine street cleaning operations, as well as periodic cleaning and maintenance of catch basins, to reduce stormwater pollution within the City.

3.2.3. ON SITE

The existing buildings on the site were roughly built between 1979-2003. Based on the year these buildings were built, it is assumed that the Project Site currently does not implement Best Management Practices (BMPs). Depending on site grading, stormwater runoff is conveyed offsite through sheet flow to the public storm drain infrastructure or through infiltration. See Figure 2 for Existing Drainage exhibit.

3.3. GROUNDWATER HYDROLOGY

3.3.1. REGIONAL

Groundwater use for domestic water supply is a major beneficial use of groundwater basins in Los Angeles County. The City of Los Angeles overlies the Los Angeles Coastal Plain Groundwater Basin (Basin). The Basin is comprised of the Hollywood, Santa Monica, Central, and West Coast Groundwater Subbasins. Groundwater flow in the Basin is generally south-southwesterly and may be restricted by natural geological features. Replenishment of groundwater basins occurs mainly by percolation of precipitation throughout the region via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins, as well as injection wells designed to pump freshwater along specific seawater barriers to prevent the intrusion of salt water. Refer to Figure 4 for the groundwater basin exhibit.

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[12] CA Water Board: 2024 CALIFORNIA 303(d) LIST OF WATER QUALITY LIMITED SEGMENTS. available at https://www.waterboards.ca.gov/losangeles/water_issues/programs/303d/index.html ; accessed November, 2025.

3.3.2. LOCAL

As the Project Site is located in the Santa Monica Mountains, it does not overly any specific groundwater basin. Groundwater and streamflow from the Santa Monica Mountains tend to flow south towards the Santa Monica Subbasin, which underlies the northeastern part of the Coastal Plain of Los Angeles Groundwater Basin. The subbasin is bounded on the north by Santa Monica Mountains, on the west by the Pacific Ocean, on the east by the Newport-Inglewood fault zone, and on the south by the Ballona Escarpment , formed by an anticline that brings impermeable rocks close to the surface. Surface drainage flows southward to join Ballona Creek, then westward to the Pacific Ocean. Average annual precipitation ranges from 12 to 14 inches.[13]

The Santa Monica Subbasin is replenished by several sources. The largest sources consist of rainfall that infiltrates within the Subbasin boundaries, rainfall that infiltrates to the north of the Subbasin in the Santa Monica Mountain watershed and enters the Subbasin at its margin, and subsurface inflows from the adjacent Hollywood and Central Substations. Other sources may include extracted groundwater and imported water. In some years, additional recharge may occur from seawater intrusion or from groundwater already stored in the basin. The Subbasin also gains water from leakage in local water-supply pipelines, sewer infrastructure, and storm drains. Between 1985 and 2015, leakage from the distribution system within the Subbasin averaged about 3,916 acre-feet per year (AFY), with yearly vales ranging from 2,982 to 4,328 AFY. The natural safe yield of the Subbasin is estimated to be approximately 3,300 acre-feet per year (AFY).

3.3.3. ON-SITE

The entire existing site is approximately 34% impervious. Stormwater runoff will leave the site through curb drains or surface flow that discharge offsite. Refer to Figure 2 for the existing on-site drainage pattern.

Given the mountainous terrain surrounding the Project Site, groundwater is not expected to be encountered.

GROUNDWATER QUALITY

3.3.4. REGIONAL

As stated above, the City of Los Angeles overlies the Los Angeles Coastal Plain Groundwater Basin, which falls under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). According to LARWQCB's Basin Plan, objectives

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[13] Coastal Plain of Los Angeles Groundwater Basin, Santa Monica Subbasin, <https://cawaterlibrary.net/wp-content/uploads/2022/05/Part-1-Santa-Monica-GSP.pdf >

applying to all ground waters of the region include bacteria, chemical constituents and radioactivity, mineral quality, nitrogen (nitrate, nitrite), and taste and odor.[15]

3.3.5. LOCAL

As stated above, the Project Site does not overly a groundwater basin however drainage from the Santa Monica Mountains drains into the Santa Monica Subbasin.

3.3.6. ON-SITE

The existing Project Site consists of existing buildings, parking lots, and landscaping. Due to the location within the Santa Monica Mountains, the project site does not substantially contribute to groundwater recharge. Therefore, the existing Project Site does not contribute to groundwater pollution or otherwise adversely impact groundwater quality.

4. SIGNIFICANCE THRESHOLDS

In accordance with the significance thresholds described by CEQA, the Project has been analyzed for potential impacts on hydrology, water quality, and groundwater. This report includes an analysis of the Project with respect to the CEQA thresholds listed below.

4.1. SURFACE WATER HYDROLOGY

Appendix G of the State of California's CEQA Guidelines provides a set of sample questions that address impacts with regard to surface water hydrology. These questions are as follows:

Would the project:

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff

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[15] Los Angeles Regional Water Quality Control Board, Basin Plan, March 2013, <http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/electronics_documents/Final%20Chapter%203%20Text.pdf> accessed November, 2025.

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as result of the failure of levee or dam;

In the context of these questions from Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide (*L.A. CEQA Thresholds Guide*) states that a project would normally have a significant impact on surface water hydrology if it would:

- Cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources;

- Substantially reduce or increase the amount of surface water in a water body; or

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

4.2. SURFACE WATER QUALITY

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to surface water quality. These questions are as follows:

Would the project:

- Violate any water quality standard or waste discharge requirements; or
- Otherwise substantially degrade water quality.

In the context of the above questions from Appendix G, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on surface water quality if it would result in discharges that would create pollution, contamination or nuisance, as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

The CWC includes the following definitions:

- "Pollution" means an alteration of the quality of the waters of the state to a degree which unreasonably affects either of the following: 1) the waters for beneficial uses or 2) facilities which serve these beneficial uses. "Pollution" may include "Contamination".

- "Contamination" means an impairment of the quality of the waters of the state by waste to a degree, which creates a hazard to the public health through poisoning or though the spread of disease. "Contamination" includes any equivalent effect resulting from the disposal of waste, whether or not waters of the state are affected.
- "Nuisance" means anything which meets all of the following requirements: 1) is injurious to health, or is indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property; 2) affects at the same time an entire community or neighborhood, or any considerable number of persons, although the extent of the annoyance or damage inflicted upon individuals may be unequal; and 3) occurs during, or as a result of, the treatment or disposal of wastes.[16]

4.3. GROUNDWATER HYDROLOGY

Appendix G of the CEQA Guidelines provides a sample question that addresses impacts with regard to groundwater. This question is as follows:

Would the project:

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table;

In the context of the above question from Appendix G, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on groundwater if it would:

- Change potable water levels sufficiently to:
    - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or to respond to emergencies and drought;
    - Reduce yields of adjacent wells or well fields (public or private); or
    - Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction of groundwater recharge capacity.

4.4. GROUNDWATER QUALITY

With respect to groundwater quality, and in the context of the above question from Appendix G pertaining to groundwater, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on groundwater quality if it would:

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[16] City of Los Angeles.LA. CEQA Thresholds Guide. 2006 https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf

- Affect the rate or change the direction of movement of existing contaminants;
- Expand the area affected by contaminants;
- Result in an increased level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or
- Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

5. METHODOLOGY

5.1. SURFACE WATER HYDROLOGY

The Project Site is located within the City of Los Angeles, and drainage collection, treatment and conveyance are regulated by the City. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual as its basis of design for storm drainage facilities. The 2006 LACDPW Hydrology Manual requires projects to have drainage facilities that meet the Urban Flood level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. A 25-year frequency design storm has a probability of 1/25 of being equaled or exceeded in any year. The *L.A. CEQA Thresholds Guide*, however, establishes the 50-year frequency design storm event as the threshold to analyze potential impacts on surface water hydrology as a result of development. To provide a more conservative analysis, this report analyzes the larger storm event threshold, i.e., the 50-year frequency design storm event.

The Modified Rational Method was used to calculate storm water runoff. The "peak" (maximum value) runoff for a drainage area is calculated using the formula, **Q = CIA**

Where,

Q = Volumetric flow rate (cfs)
C = Runoff coefficient (dimensionless)
I = Rainfall Intensity at a given point in time (in/hr)
A = Basin area (acres)

The Modified Rational Method assumes that a steady, uniform rainfall rate will produce maximum runoff when all parts of the basin area are contributing to outflow. This occurs when the storm event lasts longer than the time of concentration. The time of concentration (Tc) is the time it takes for rain in the most hydrologically remote part of the basin area to reach the outlet.

The method assumes that the runoff coefficient (C) remains constant during a storm. The runoff coefficient is a function of both the soil characteristics and the percentage of impervious surfaces in the drainage area.

LACDPW has developed a time of concentration calculator, Hydrocalc, to automate time of concentration calculations as well as the peak runoff rates and volumes using the Modified Rational Method design criteria as outlined in the Hydrology Manual. The data input requirements include: sub-area size, soil type, land use, flow path length, flow path slope and rainfall isohyet. The Hydrocalc Calculator was used to calculate the storm water peak runoff flow rate for the Project conditions by evaluating an individual sub-area independent of all adjacent subareas. See Figure 3 for the Hydrocalc Calculator results and Isohyet Map.

5.2. SURFACE WATER QUALITY

5.2.1. CONSTRUCTION

Construction contractors disturbing less than one acre of soil would not be required to obtain coverage under the NPDES General Construction Permit (order No. 2012-0006-DWQ). As the site does not propose to grade or disturb any soil, the project does not require coverage under the General Permit.

5.2.2. OPERATION

The Project will meet the requirements of the City's Low Impact Development (LID) standards.[17] Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from a new development must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs onsite for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75 inch storm event. The LID Manual prioritized the selection of BMPs used to comply with stormwater mitigation requirement. The order of priority is:

1. Infiltration Systems
2. Stormwater Capture and Use
3. High Efficient Biofiltration/Bioretention Systems
4. Combination of Any of the Above

Feasibility screening delineated in the LID manual is applied to determine which BMP will best suit the Project.

LID best management practices (BMPs) would need to be designed for the area of disturbance, unless the area of disturbance is greater than 50% of the property, then the BMPs would need to be designed for the entire project area. As the Project does not

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[17] The Development Best Management Practices Handbook, Part B Planning Activities, 5th edition was adopted by the City of Los Angeles, Board of Public Works on July 1, 2011 to reflect Low Impact Development (LID) requirements that took effect May 12, 2012.

propose development or redevelopment of land and does not disturb impervious area, the Project does not meet the threshold required to implement LID Standards.

5.3. GROUNDWATER

The significance of this Project as it relates to the level of the underlying groundwater table of the Santa Monica Subbasin Groundwater Basin included a review of the following considerations:

Analysis and Description of the Project's Existing Condition

- Identification of the Santa Monica Subbasin as the underlying groundwater basin, and description of the level, quality, direction of flow, and existing uses for the water;
- Description of the location, existing uses, production capacity, quality, and other pertinent data for spreading grounds and potable water wells in the vicinity (usually within a one-mile radius), and;
- Area and degree of permeability of soils on the Project Site, and;

Analysis of the Proposed Project Impact on Groundwater Level

- Description of the rate, duration, location and quantity of extraction, dewatering, spreading, injection, or other activities;
- The projected reduction in groundwater resources and any existing wells in the vicinity (usually within a one-mile radius); and
- The projected change in local or regional groundwater flow patterns.

In addition, this report discusses the impact of both existing and proposed activities at the Project Site on the groundwater quality of the underlying Santa Monica Subbasin.

6. PROJECT IMPACT ANALYSIS

6.1. CONSTRUCTION

6.1.1. SURFACE WATER HYDROLOGY

The subject site consists of the Main Building and Student Union Building of the American Jewish University. The area surrounding the site consists generally of residential properties and educational facilities. No construction activities are included in this Project.

The Project would not substantially alter the Project Site drainage patterns or result in a permanent adverse change to the movement of surface water. Therefore, construction-related impacts to surface water hydrology would be less than significant.

6.1.2. SURFACE WATER QUALITY

Construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Ballona Creek) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

6.1.3. GROUNDWATER HYDROLOGY

As stated above, no construction activities are included in the Project. Therefore, as Project development would not adversely impact the rate or direction of flow of groundwater and no water supply wells would be affected, the Project would not result in a significant impact on groundwater hydrology during construction.

6.1.4. GROUNDWATER QUALITY

As discussed above, the Project would not result in any substantial increase in groundwater contamination through hazardous materials releases and impacts on groundwater quality would be less than significant.

6.2. OPERATION

6.2.1. SURFACE WATER HYDROLOGY

The project site's overall percentage of impervious area is expected to remain the same as the current condition of the project site. The project will not disturb the grades on site and accordingly, there is no incremental increase in the imperviousness of the project site. Therefore, peak flow rates would not increase and the runoff volumes into the existing storm drain system would remain the same.

Table 2 below shows the existing and proposed peak flow rates stormwater runoff calculations for the 50-year Percentile design storm event. A comparison of the pre and post peak flow rates indicates no increase in stormwater runoff. Consequently, the Project would not cause flooding during the 50-year developed storm event, would not create runoff which would exceed the capacity of existing or planned drainage systems, would not require construction of new stormwater drainage facilities or expansion of existing facilities, would not substantially reduce or increase the amount of surface water in a water body, or result in a permanent adverse change to the movement of surface water. As such, operation of the Project would result in a less than significant impact on surface water hydrology.

Table 2 – Existing and Proposed Stormwater Runoff Calculations				
Drainage Area	Project Site Area (Acres)[(b)]	Pre-Project Q_{50} (cfs)[(a)]	Post-Project Q_{50} (cfs)[(a)]	Incremental Increase from Existing to Proposed Condition
Total Site	21.71	60.49	60.49	0.00%

(a) peak volumetric flow rate measured in cubic feet per second
(b) It is assumed the proposed 0% landscape or planter area has been divided equally between Sub-area A & B.

Lastly, no water bodies are located on or within the immediate vicinity of the Project Site, and as such, the Project would not substantially reduce or increase the amount of surface water in a local water body. The Project peak flow rate of stormwater runoff discharging to the Ballona Creek will remain the same (the local receiving water).

The Project would not cause flooding during the 50-year developed storm event, would not create runoff which would exceed the capacity of existing or planned drainage systems, would not require construction of new stormwater drainage facilities or expansion of existing facilities, would not substantially reduce or increase the amount of surface water in a water body, or result in a permanent adverse change to the movement of surface water. Therefore, potential operational impacts to site surface water hydrology would be less than significant.

The Project Site is not located within a 100-year flood plain or within an area that could be impacted by a seiche, tsunami or mudflow. The project site is located with in the FEMA Flood Zone D area, an area in which flood hazards are undetermined but possible. Dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The California Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. In addition, the Los Angeles Department of Water and Power (LADWP) operate the dam and mitigate the potential for overflow and seiche hazard through control of water levels and dam wall height. These measures include seismic retrofits and other related dam improvements completed under the requirements of the 1972 State Dam Safety Act. The City's Local Hazard Mitigation Plan,[20] which was adopted in June 2024, provides a list of existing programs, proposed activities and specific projects that may assist the City of Los Angeles in reducing risk and preventing loss of life and property damage from natural and human-caused hazards, including dam failure. The Hazard Mitigation Plan evaluation of dam failure vulnerability classifies dam failure as a moderate risk rating. Therefore, considering the above information and risk reduction projects, the risk of flooding from inundation by a seiche or dam failure is considered low and impacts are less than significant.

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[20] City of Los Angeles Emergency Management Department, *Local Hazard Mitigation Plan,* June 2024.

6.2.2. SURFACE WATER QUALITY

The Project Site will not increase concentrations of the items listed as constituents of concern for the Ballona Creek Watershed.

The Project will not implement LID BMPs for managing stormwater runoff as no soil will be disturbed as a part of the Project.

Operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

6.2.3. GROUNDWATER HYDROLOGY

Regarding groundwater recharge, the entire Project Site does not overlay a groundwater basin. The Project will not include construction or grade changes and is not anticipated to cause any change to existing groundwater recharge. Therefore, the Project would not result in any substantial increase in groundwater contamination through hazardous materials releases and impacts on groundwater quality would be less than significant.

6.2.4. GROUNDWATER QUALITY

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility.

Operational activities are not expected to affect groundwater quality. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act.

The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer. Therefore, the Project's potential impact on groundwater recharge is less than significant.

6.3. CUMULATIVE IMPACT ANALYSIS

6.3.1. SURFACE WATER HYDROLOGY

The geographic context for the cumulative impact analysis on surface water hydrology is the Ballona Creek Watershed. The project would not be required to implement BMPs to manage stormwater runoff as improvements will not disturb existing grades. Furthermore, potential cumulative impacts associated with the Project on surface water hydrology would be less than significant.

6.3.2. SURFACE WATER QUALITY

The Project Site will not increase concentrations of the items listed as constituents of concern for the Ballona Creek Watershed as no soil will be disturbed as a part of improvements.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. The Project would comply with all applicable laws, rules and regulations, so cumulative impacts to surface water quality would be less than significant.

6.3.3. GROUNDWATER HYDROLOGY

The geographic context for the cumulative impact analysis on groundwater level is the Santa Monica Subbasin.

The Project will not involve land disturbance. Therefore, cumulative impacts to groundwater hydrology would be less than significant.

6.3.4. GROUNDWATER QUALITY

Future growth in the Santa Monica Subbasin would be subject to LARWQCB requirements relating to groundwater quality. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project would comply with all applicable laws, rules and regulations, so cumulative impacts to surface water quality would be less than significant.

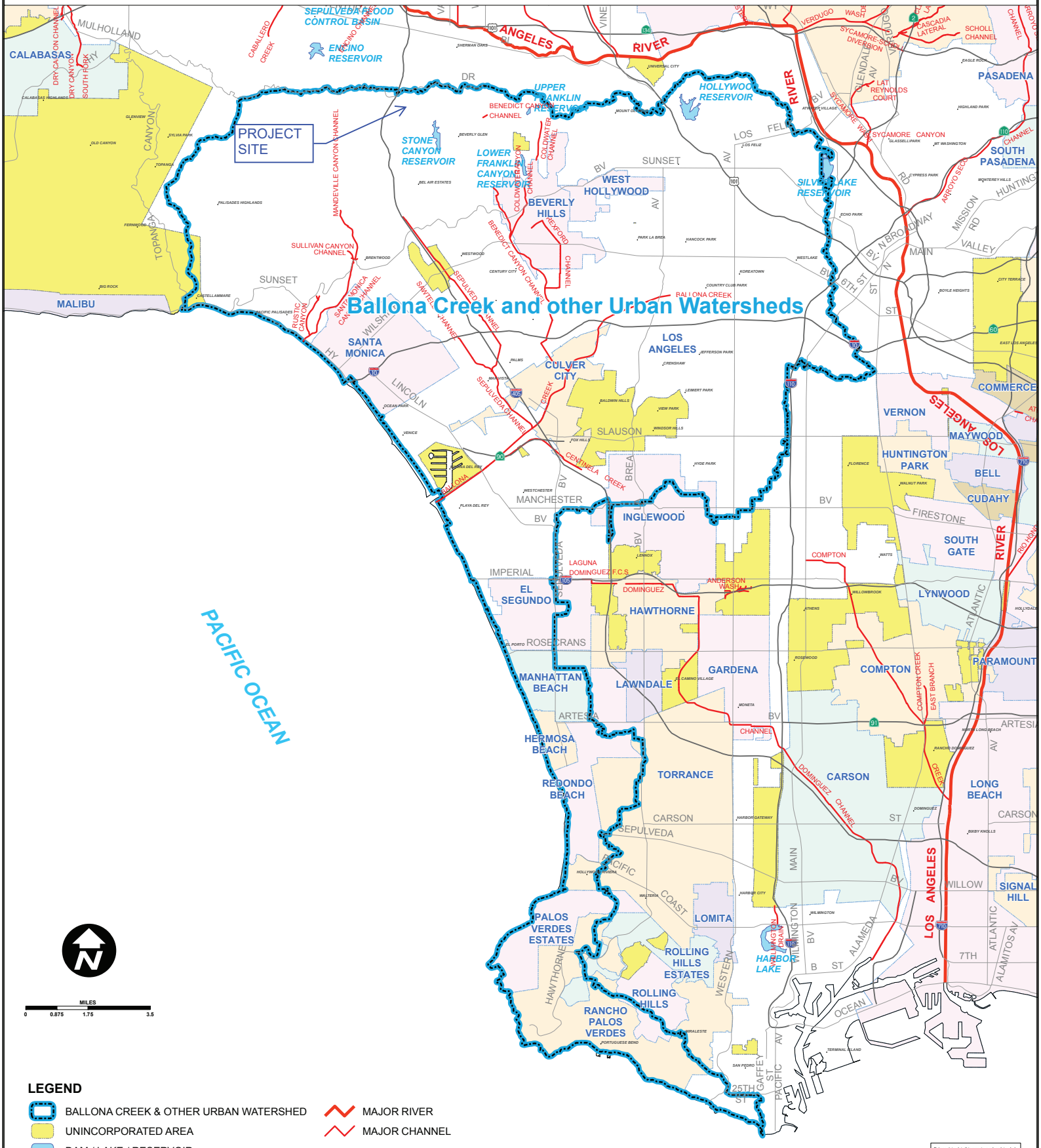
7. LEVEL OF SIGNIFICANCE

Based on the analysis contained in this report, no significant impacts have been identified for surface water hydrology, surface water quality, groundwater hydrology or groundwater quality for this Project.

APPENDIX

FIGURE 1 - LA COUNTY WATERSHED MAP

BALLONA CREEK & OTHER URBAN WATERSHEDS



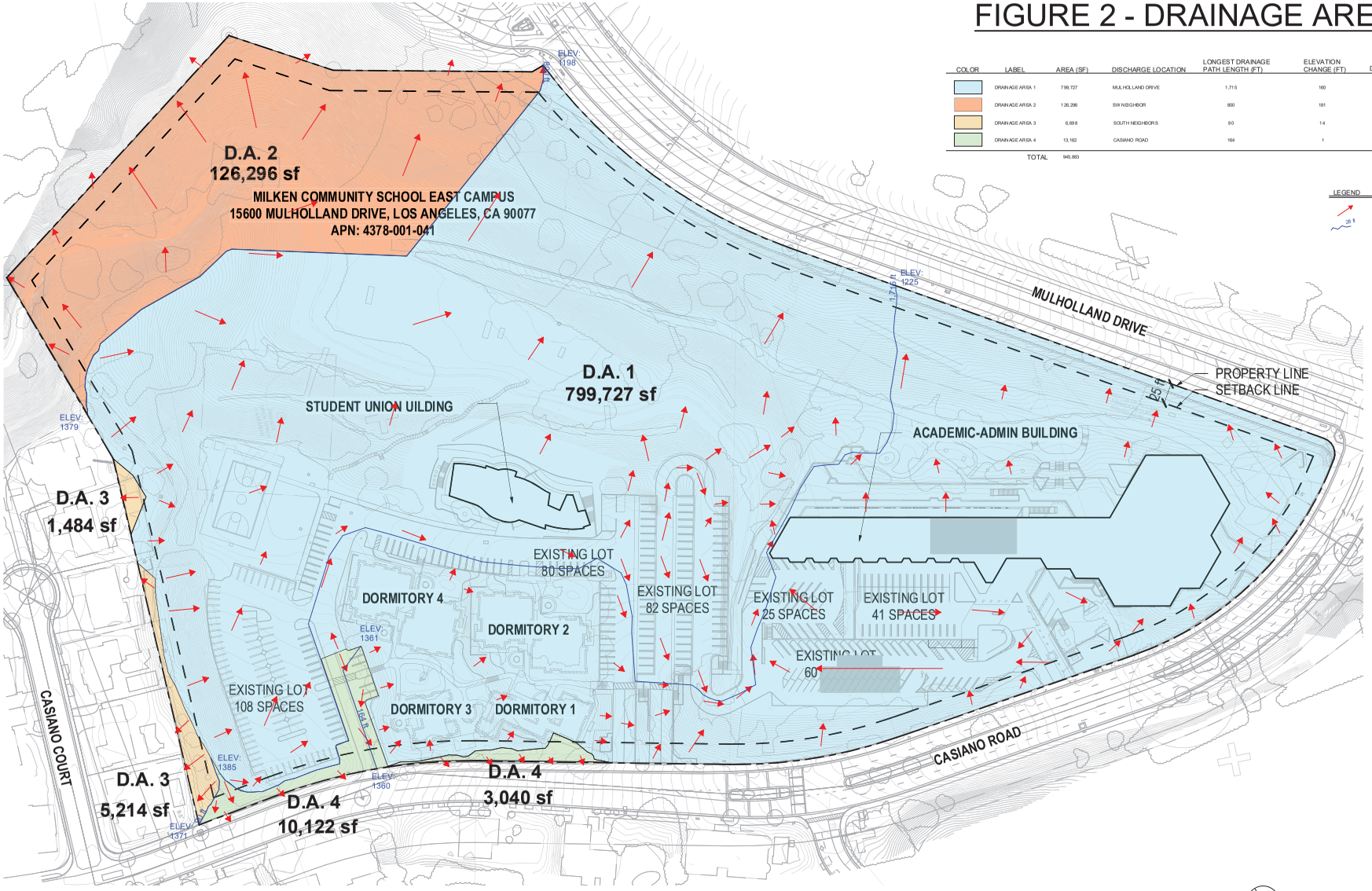
LEGEND

- BALLONA CREEK & OTHER URBAN WATERSHED
- UNINCORPORATED AREA
- DAM / LAKE / RESERVOIR
- MAJOR RIVER
- MAJOR CHANNEL

Data contained in this map is produced in whole or part from the Los Angeles County Department of Public Works' digital database.

Mapping & Property Management Division, Mapping & GIS Services Section

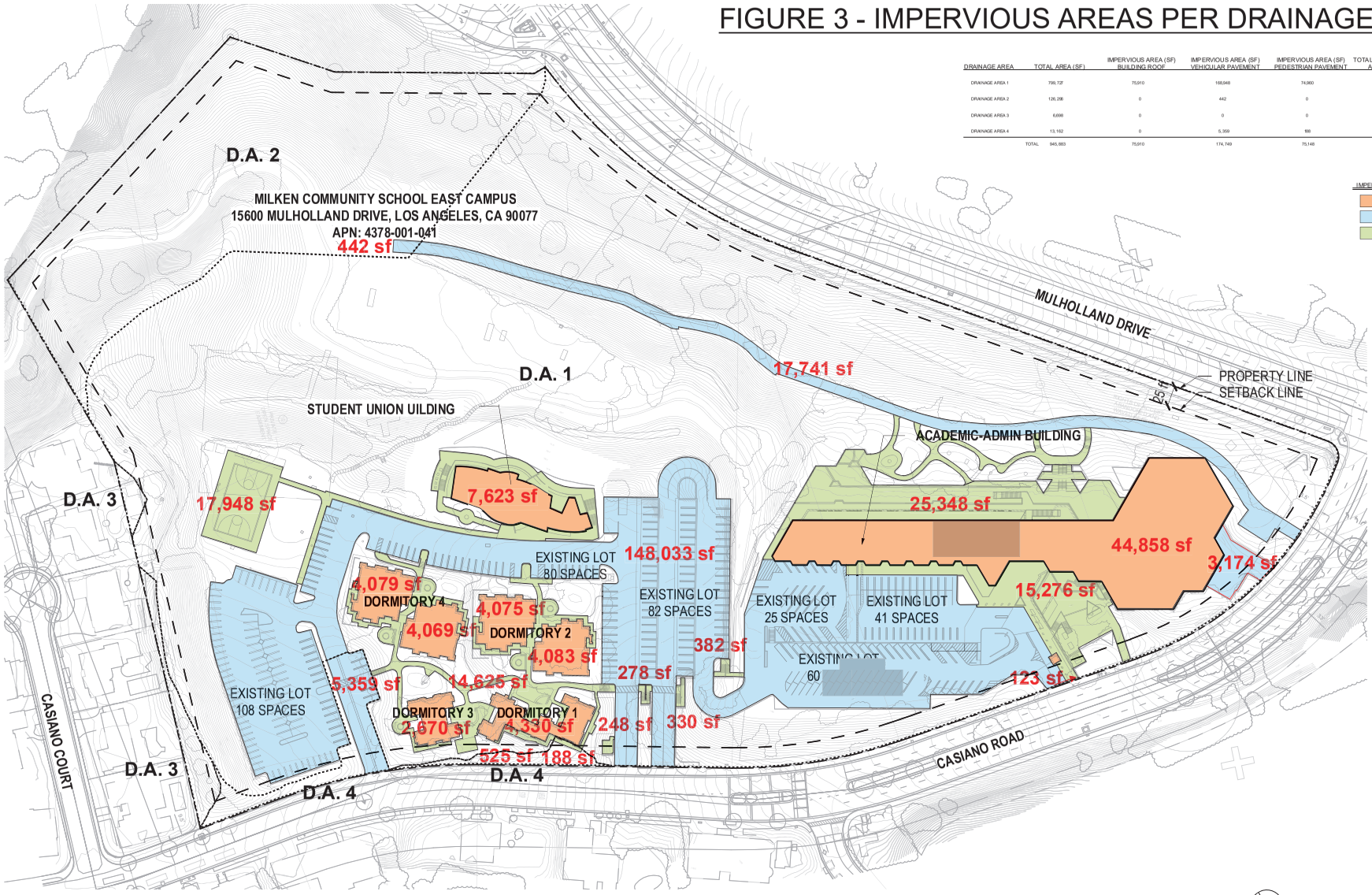
FIGURE 2 - DRAINAGE AREAS

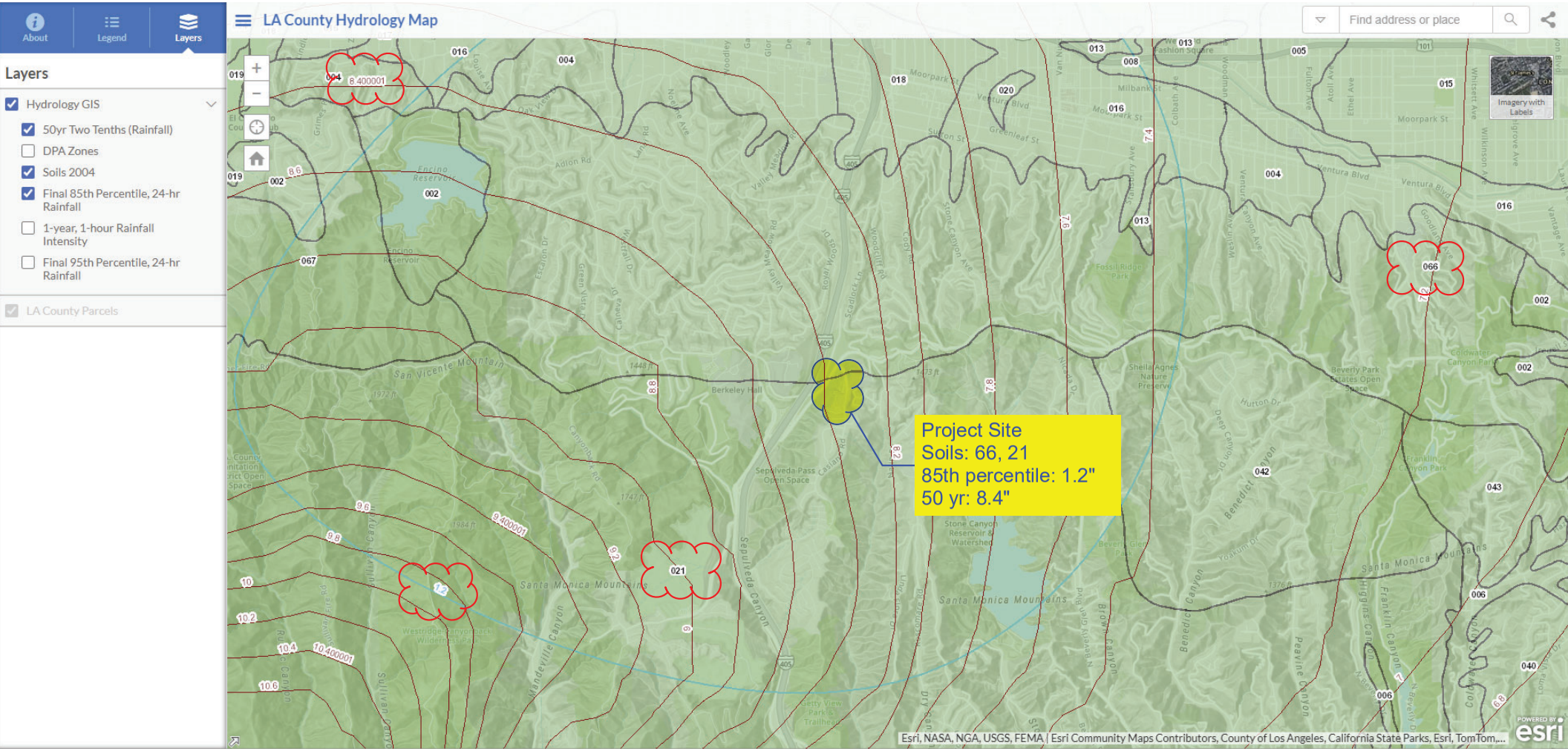


COLOR	LABEL	AREA (SF)	DISCHARGE LOCATION	LONGEST DRAINAGE PATH LENGTH (FT)	ELEVATION CHANGE (FT)	DRAINAGE PATH SLOPE (%)
	DRAINAGE AREA 1	799,727	MULHOLLAND DRIVE	1,715	160	9.3%
	DRAINAGE AREA 2	126,296	SW NEIGHBOR	800	181	22.6%
	DRAINAGE AREA 3	6,693	SOUTH NEIGHBORS	90	14	15.6%
	DRAINAGE AREA 4	13,162	CASIANO ROAD	164	1	0.6%
	TOTAL	945,883				

FIGURE 3 - IMPERVIOUS AREAS PER DRAINAGE AREA

DRAINAGE AREA	TOTAL AREA (SF)	IMPERVIOUS AREA (SF) BUILDING ROOF	IMPERVIOUS AREA (SF) VEHICULAR PAVEMENT	IMPERVIOUS AREA (SF) PEDESTRIAN PAVEMENT	TOTAL IMPERVIOUS AREA (SF)	% IMPERVIOUS
DRAINAGE AREA 1	799,727	75,910	169,948	74,960	319,818	40%
DRAINAGE AREA 2	126,206	0	442	0	442	0.3%
DRAINAGE AREA 3	6,666	0	0	0	0	0%
DRAINAGE AREA 4	13,162	0	5,359	188	5,547	42%
TOTAL	945,883	75,910	174,749	75,148	325,807	34%




About
Legend
Layers
LA County Hydrology Map
Find address or place
Layers
Hydrology GIS
50yr Two Tenths (Rainfall)
DPA Zones
Soils 2004
Final 85th Percentile, 24-hr Rainfall
1-year, 1-hour Rainfall Intensity
Final 95th Percentile, 24-hr Rainfall
LA County Parcels
Imagery with Labels
Project Site
Soils: 66, 21
85th percentile: 1.2"
50 yr: 8.4"
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, TomTom,...

85TH PERCENTILE FLOWRATE

Peak Flow Hydrologic Analysis

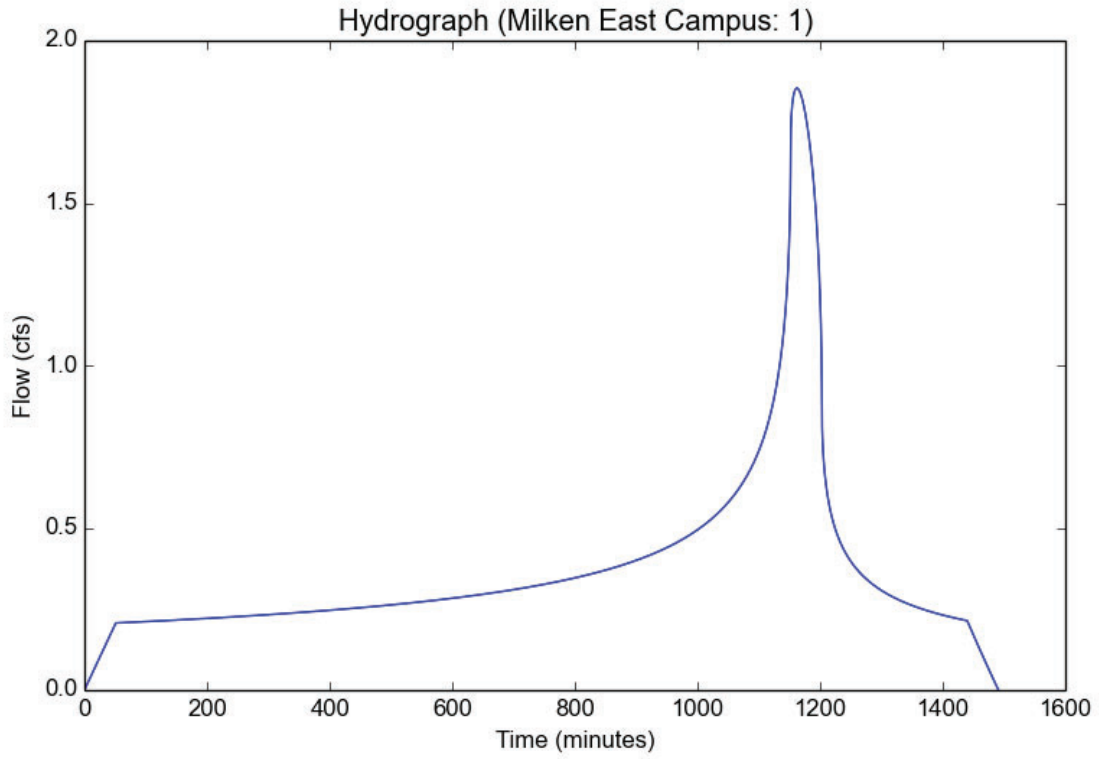
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Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	1
Area (ac)	18.36
Flow Path Length (ft)	1715.0
Flow Path Slope (vft/hft)	0.093
85th Percentile Rainfall Depth (in)	1.2
Percent Impervious	0.4
Soil Type	21
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.2
Peak Intensity (in/hr)	0.2403
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.42
Time of Concentration (min)	51.0
Clear Peak Flow Rate (cfs)	1.8534
Burned Peak Flow Rate (cfs)	1.8534
24-Hr Clear Runoff Volume (ac-ft)	0.7648
24-Hr Clear Runoff Volume (cu-ft)	33313.5047



Peak Flow Hydrologic Analysis

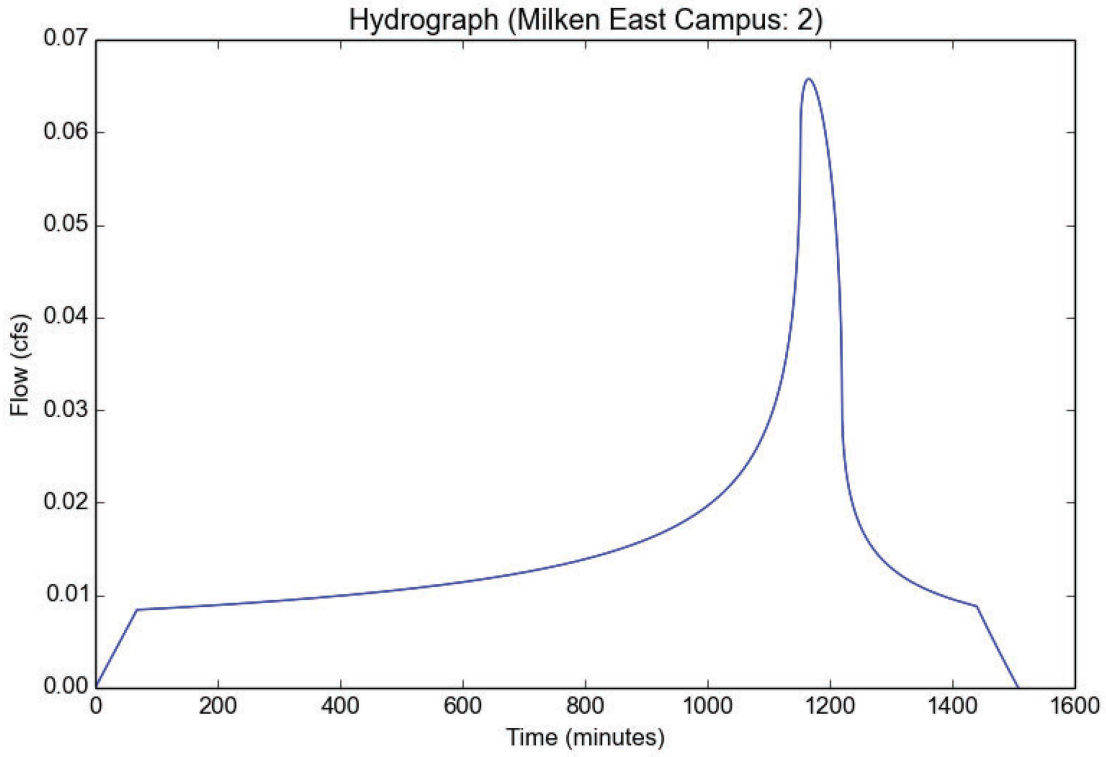
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Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	2
Area (ac)	2.9
Flow Path Length (ft)	800.0
Flow Path Slope (vft/hft)	0.226
85th Percentile Rainfall Depth (in)	1.2
Percent Impervious	0.01
Soil Type	21
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.2
Peak Intensity (in/hr)	0.21
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.108
Time of Concentration (min)	68.0
Clear Peak Flow Rate (cfs)	0.0658
Burned Peak Flow Rate (cfs)	0.0658
24-Hr Clear Runoff Volume (ac-ft)	0.0311
24-Hr Clear Runoff Volume (cu-ft)	1353.1058



Peak Flow Hydrologic Analysis

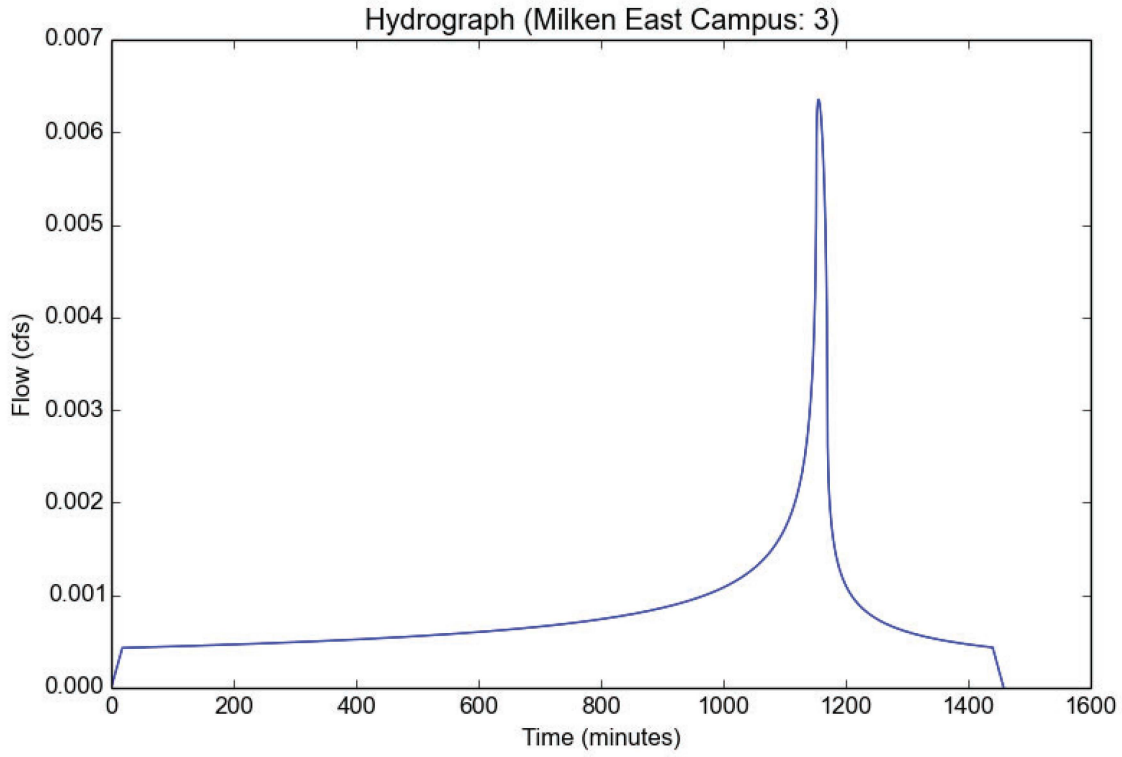
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Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	3
Area (ac)	0.15
Flow Path Length (ft)	90.0
Flow Path Slope (vft/hft)	0.156
85th Percentile Rainfall Depth (in)	1.2
Percent Impervious	0.01
Soil Type	21
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.2
Peak Intensity (in/hr)	0.3921
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.108
Time of Concentration (min)	18.0
Clear Peak Flow Rate (cfs)	0.0064
Burned Peak Flow Rate (cfs)	0.0064
24-Hr Clear Runoff Volume (ac-ft)	0.0016
24-Hr Clear Runoff Volume (cu-ft)	69.9843



Peak Flow Hydrologic Analysis

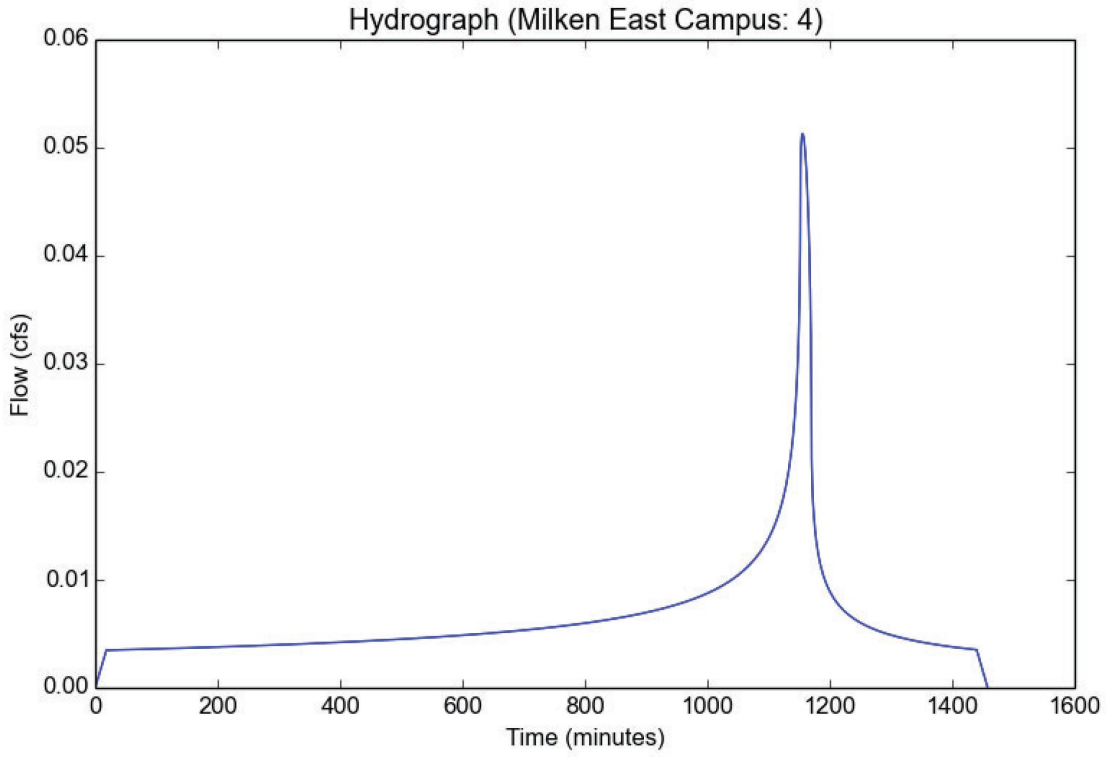
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Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	4
Area (ac)	0.3
Flow Path Length (ft)	164.0
Flow Path Slope (vft/hft)	0.006
85th Percentile Rainfall Depth (in)	1.2
Percent Impervious	0.42
Soil Type	21
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.2
Peak Intensity (in/hr)	0.3921
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.436
Time of Concentration (min)	18.0
Clear Peak Flow Rate (cfs)	0.0513
Burned Peak Flow Rate (cfs)	0.0513
24-Hr Clear Runoff Volume (ac-ft)	0.013
24-Hr Clear Runoff Volume (cu-ft)	565.0583



50-YEAR FLOWRATE

Peak Flow Hydrologic Analysis

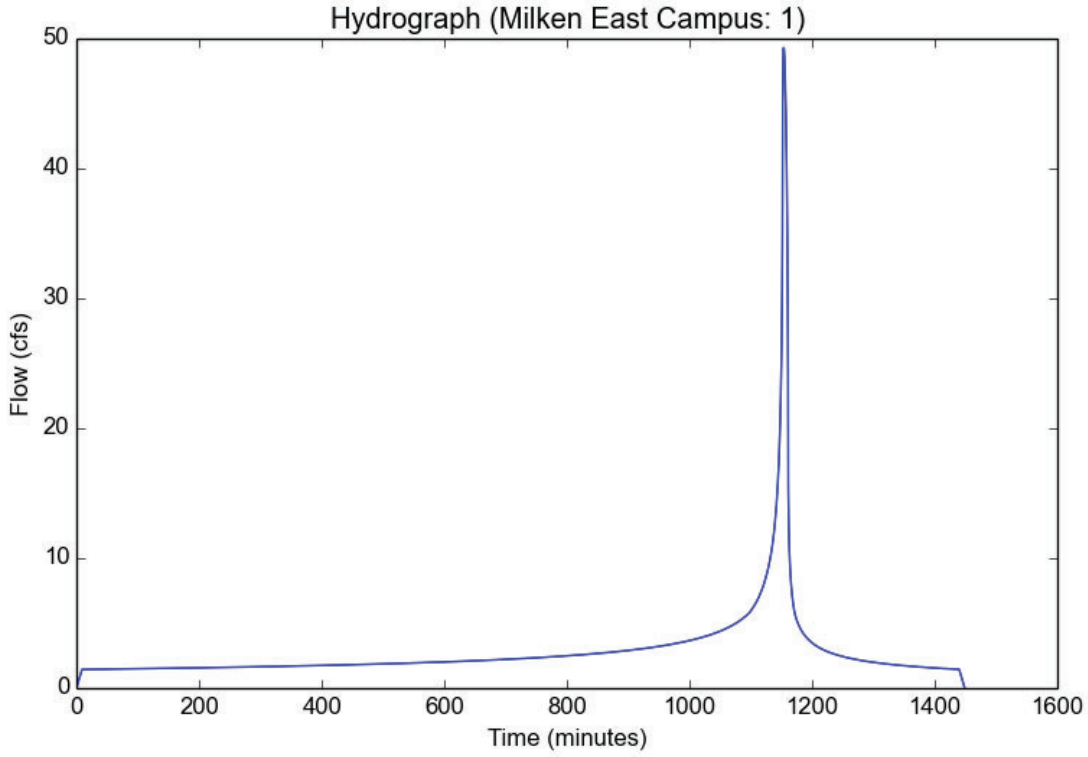
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Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	1
Area (ac)	18.36
Flow Path Length (ft)	1715.0
Flow Path Slope (vft/hft)	0.093
50-yr Rainfall Depth (in)	8.4
Percent Impervious	0.4
Soil Type	21
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	8.4
Peak Intensity (in/hr)	3.8019
Undeveloped Runoff Coefficient (Cu)	0.5771
Developed Runoff Coefficient (Cd)	0.7062
Time of Concentration (min)	9.0
Clear Peak Flow Rate (cfs)	49.2984
Burned Peak Flow Rate (cfs)	49.2984
24-Hr Clear Runoff Volume (ac-ft)	5.6997
24-Hr Clear Runoff Volume (cu-ft)	248280.782



Peak Flow Hydrologic Analysis

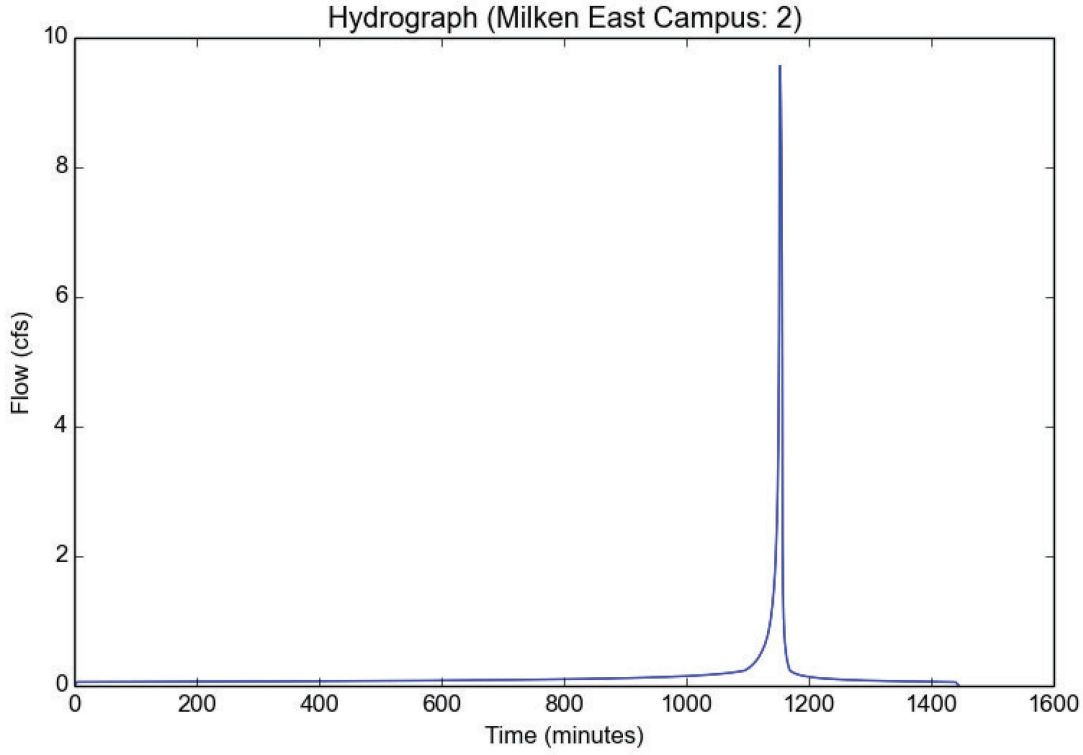
File location: P:/2025/2500719 Milken East Campus/2 ENGR/EIR - Technical Reports/Hydrology and Water Quality Report/Attachments/Milken East Can
Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	2
Area (ac)	2.9
Flow Path Length (ft)	800.0
Flow Path Slope (vft/hft)	0.226
50-yr Rainfall Depth (in)	8.4
Percent Impervious	0.01
Soil Type	21
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	8.4
Peak Intensity (in/hr)	5.0117
Undeveloped Runoff Coefficient (Cu)	0.6556
Developed Runoff Coefficient (Cd)	0.6581
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	9.5641
Burned Peak Flow Rate (cfs)	9.5641
24-Hr Clear Runoff Volume (ac-ft)	0.3109
24-Hr Clear Runoff Volume (cu-ft)	13544.7377



Peak Flow Hydrologic Analysis

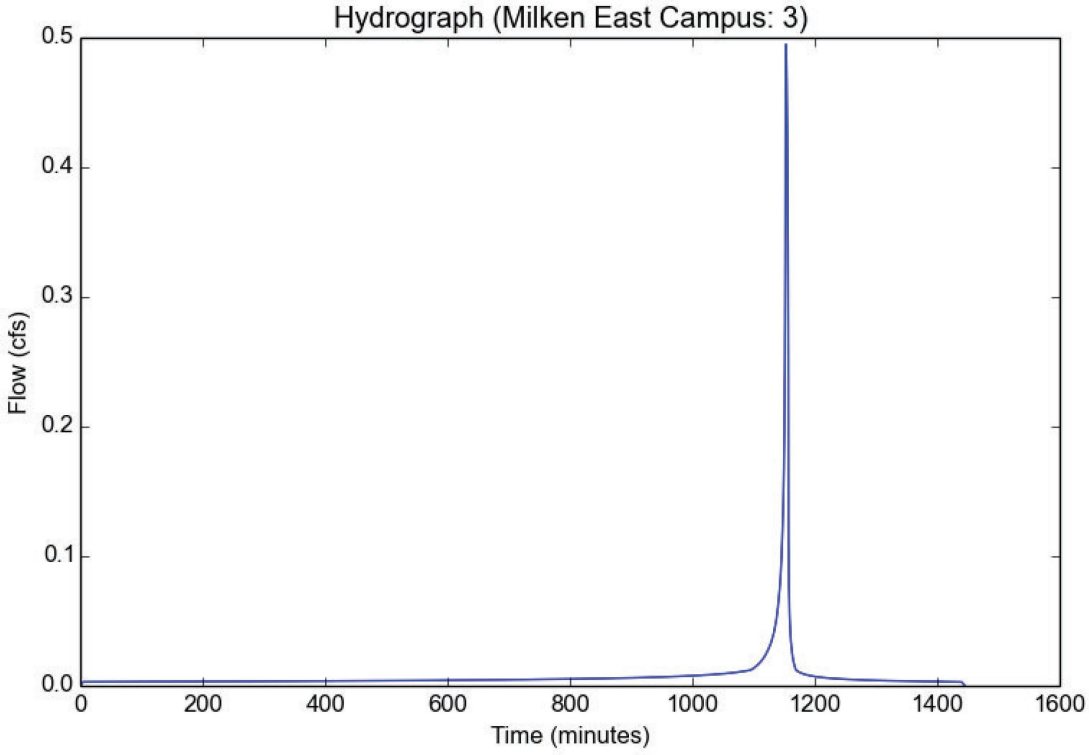
File location: P:/2025/2500719 Milken East Campus/2 ENGR/EIR - Technical Reports/Hydrology and Water Quality Report/Attachments/Milken East Can
Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	3
Area (ac)	0.15
Flow Path Length (ft)	90.0
Flow Path Slope (vft/hft)	0.156
50-yr Rainfall Depth (in)	8.4
Percent Impervious	0.01
Soil Type	21
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	8.4
Peak Intensity (in/hr)	5.0117
Undeveloped Runoff Coefficient (Cu)	0.6556
Developed Runoff Coefficient (Cd)	0.6581
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.4947
Burned Peak Flow Rate (cfs)	0.4947
24-Hr Clear Runoff Volume (ac-ft)	0.0161
24-Hr Clear Runoff Volume (cu-ft)	700.5899



Peak Flow Hydrologic Analysis

File location: P:/2025/2500719 Milken East Campus/2 ENGR/EIR - Technical Reports/Hydrology and Water Quality Report/Attachments/Milken East Can
Version: HydroCalc 1.0.2

Input Parameters

Project Name	Milken East Campus
Subarea ID	4
Area (ac)	0.3
Flow Path Length (ft)	164.0
Flow Path Slope (vft/hft)	0.006
50-yr Rainfall Depth (in)	8.4
Percent Impervious	0.42
Soil Type	21
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

Output Results

Modeled (50-yr) Rainfall Depth (in)	8.4
Peak Intensity (in/hr)	5.0117
Undeveloped Runoff Coefficient (Cu)	0.6556
Developed Runoff Coefficient (Cd)	0.7583
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	1.14
Burned Peak Flow Rate (cfs)	1.14
24-Hr Clear Runoff Volume (ac-ft)	0.0965
24-Hr Clear Runoff Volume (cu-ft)	4202.2761

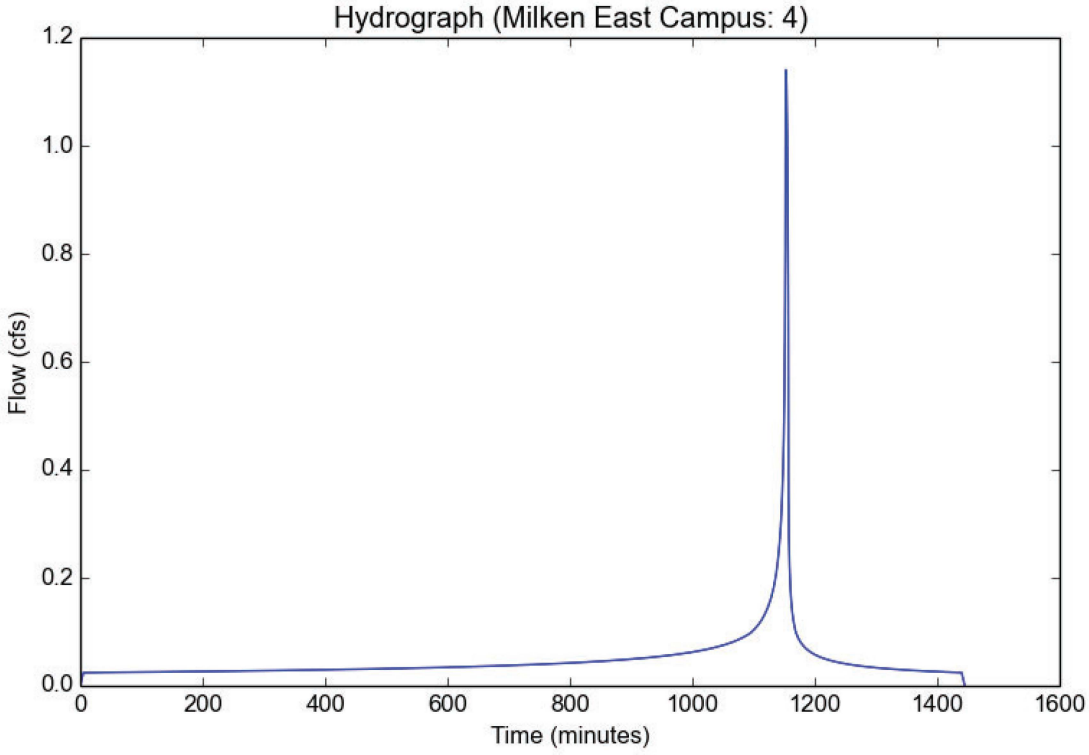
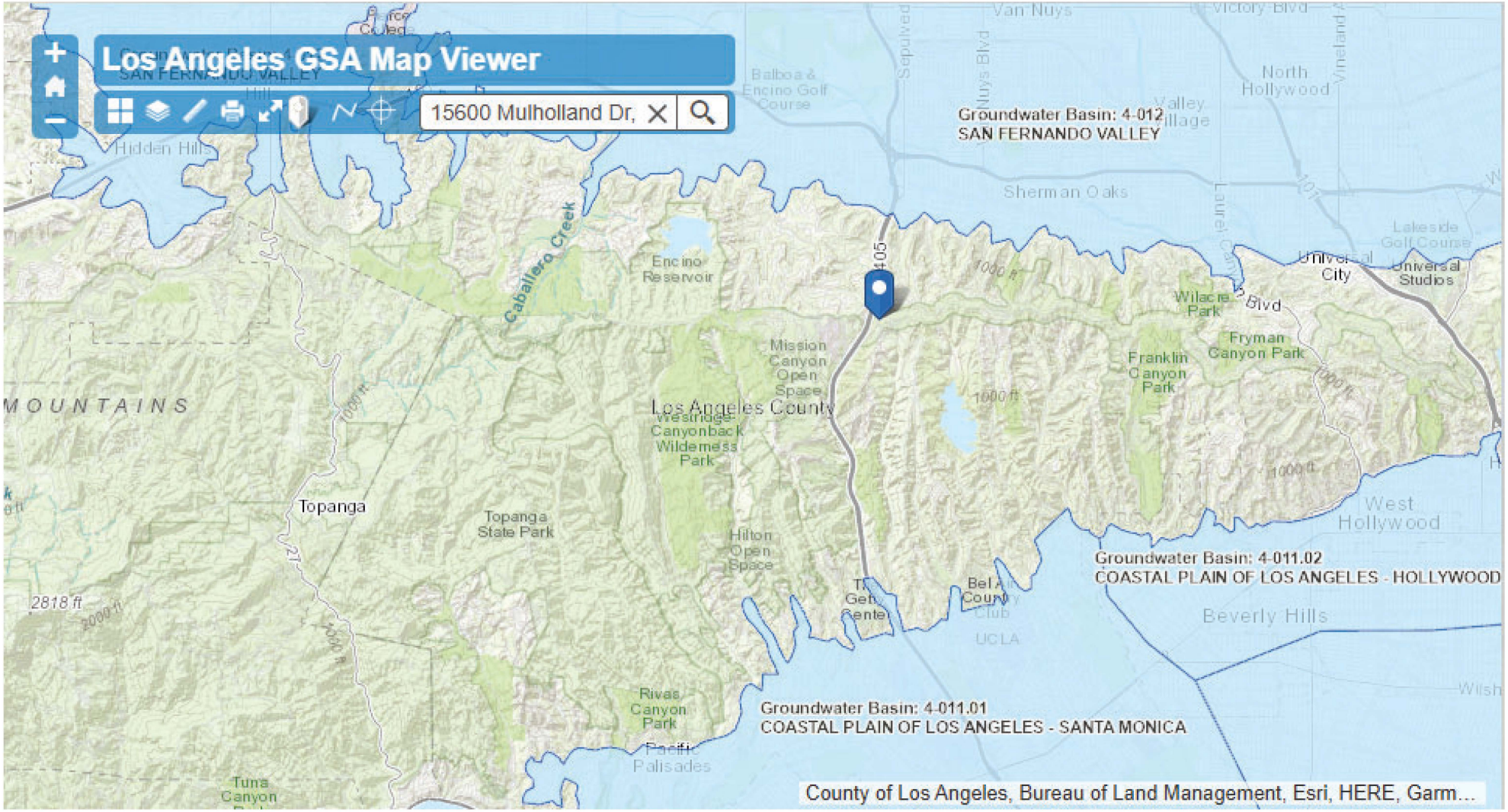


FIGURE 4 - COASTAL PLAIN OF LOS ANGELES GROUNDWATER BASIN EXHIBIT



700 S. Flower Street, Suite 2100 Los Angeles, CA 90017 213.418.0201 kpff.com

MILKEN EAST CAMPUS
(15600 MULHOLLAND DRIVE, LOS ANGELES CA 90077)

UTILITY INFRASTRUCTURE TECHNICAL REPORT: WATER AND WASTEWATER

NOVEMBER 13, 2025

DRAFT

PREPARED BY:

KPFF Consulting Engineers

700 S. Flower Street, Suite 2100

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Exhibit 1- Existing Utility Infrastructure Exhibit

Exhibit 2- LADWP "Information of Fire Flow Availability Request" (IFFAR) Results

Exhibit 3- LASAN Sewage Generation Factors

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1. INTRODUCTION

1.1. PROJECT LOCATION AND EXISTING ON-SITE USES:

The Site is located at 15600 Mulholland Drive in Los Angeles, California. The Site is a reported 21.7 acres in size and is further identified by County of Los Angeles Assessor's Parcel Numbers 4378-001-041.

The Site is currently occupied by the former campus of the American Jewish University ("AJU") and is developed with multiple buildings. The Main Building currently consists of classrooms, a library, a performing arts center and auditorium, a kitchen and cafeteria, religious use areas, and administrative offices. The Student Union Building consists of recreational facilities and administrative offices. The Site is also occupied by four Student Residence Buildings, athletics fields, parking spaces, and campus security fencing, gates, and associated kiosk.

Existing buildings on the Project Site include the three-story, approximately 125,000-square-foot Main Building; a two-story, approximately 13,600-square-foot Student Union Building; and four three-story, total of approximately 56,000-square-foot Student Residence Buildings.

Existing parking lots have approximately 396 parking spaces. Vehicular access to the Project Site is provided via five driveways along Casiano Road. Pedestrian access to the Project Site is located along Casiano Road.

The Project Site is generally sloping to the west along the west of the Site and slopes north along the east of the site. Existing landscaping within the Project Site includes lawns, shrubs, and trees.

Electricity, potable water and sanitary sewer service is provided to the area by the City of Los Angeles. Natural gas is supplied to the area by the Southern California Gas Company.

1.2. PROJECT DESCRIPTION

The Milken East Campus is proposed to be converted into a religious high school with up to 900 students. The Project does not include construction or grading; and proposes no soil import or export. The Project does not propose the removal of any protected or non-protected trees. No additional floor area will be constructed.

The proposed uses of the Main Building would be classrooms, science laboratories, an auditorium and performing arts rooms, kitchen and dining areas, a student lounge, religious use areas, and faculty and administrative offices. The Student Union will contain fitness rooms, multipurpose rooms, and offices. After completion of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site.

1.3. SCOPE OF WORK

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The purpose of this report is to analyze the potential impact of the Project to the existing water, wastewater, and energy infrastructure system.

2. REGULATORY FRAMEWORK

2.1. WATER

The City of Los Angeles Department of Water and Power (LADWP) is responsible for providing water supply to the City while complying with Local, State, and Federal regulations.

Below are the State and Regional water supply regulations:

- Metropolitan Water District (MWD) official reports and policies as outlined in its Regional Urban Water Management Plan, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Integrated Resources Plan.
- California Code of Regulations, Title 20, Chapter 4, Article 4, Section 1605 establishes water efficiency standards for all new plumbing fixtures and Section 1608 prohibits the sale of fixtures that do not comply with the regulations.
- 2022 California Green Building Standards Code (CCR, Title 24, Part 11) (CALGreen), effective January 1, 2023, includes both mandatory measures and voluntary measures to improve sustainability metrics, including water efficiency and conservation. The mandatory measures for water conservation provide limits for fixture flow rates, which are the same as those for the Title 20 efficiency. The Los Angeles Green Building Code is based on CALGreen.
- California Water Code, Division 6, Part 2.6 requires water suppliers to adopt an Urban Water Management Plan (UWMP).
- California Urban Water Management Planning Act of 1984 requires water suppliers to adopt an Urban Water Management Plan (UWMP).
- LADWP's 2020 UWMP outlines the City's long-term water resources management strategy. The 2020 UWMP was approved by the LADWP Board of Water and Power Commissioners on May 25, 2021.
- Senate Bill 610 and Senate Bill 221, approved on October 9, 2001, require land use agencies to perform a detailed analysis of available water supply when approving large developments. Historically, public water suppliers (PWS) simply provided a "will serve" letter to developers. SB 610, Public Resources Code (PRC) and Section 10910-10915 of the State Water Code requires lead agencies to request a Water Supply Assessment (WSA) from the local water purveyor prior to project approval. If the projected water demand associated with a proposed development is included in the most recent UWMP, the development is considered to have sufficient water supply per California Water Code Section 10910, and a WSA is not required. All projects that meet any of the following criteria require a WSA:

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1) A proposed residential development of more than 500 dwelling units.

2) A proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons.

3) A proposed commercial office building of more than 250,000 square feet of floor space or employing more than 1,000 persons.

4) A proposed hotel or motel of more than 500 rooms.

5) A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons.

6) A mixed use project that falls in one or more of the above-identified categories.

7) A project not falling in one of the above-identified categories but that would demand water equal or greater than the amount required by a 500-dwelling unit project.

As this Project does not meet any of the above thresholds, a WSA will not be required for this Project.

2.2. WASTEWATER

The City of Los Angeles has one of the largest sewer systems in the world, which includes more than 6,600 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Regional Sanitary Sewer System. To comply with Waste Discharge Requirements (WDRs), a Sewer System Management Plan (SSMP) was prepared for each of these systems.

The Project Site lies within the Hyperion Service Area served by the Hyperion Sanitary Sewer System. In January 2019, a SSMP was prepared for the Hyperion Sanitary Sewer System pursuant to the State Water Control Board's (SWRCB) May 2, 2006 Statewide General WDRs.[1]

Sewer permit allocation for projects that discharge into the Hyperion Treatment Plant is regulated by Ordinance No. 166,060 adopted by the City in 1990. The Ordinance established an additional annual allotment of 5.0 million gallons per day (GPD), of which 34.5 percent (1.725 million GPD) is allocated for priority projects, eight percent (0.4 million GPD) is allocated for public benefit projects, and 57.5 percent (2.875 million

[1] City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 2019.

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GPD) is allocated for non-priority projects (of which 65 percent is for residential projects and 35 percent is for non-residential projects).

The City of Los Angeles Municipal Code (LAMC) includes regulations to ensure available sewer capacity for new projects, including payment of fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a Sewer Capacity Availability Request (SCAR) when any person seeks a sewer permit to connect a property to the City's sewer collection system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR is an analysis of the existing sewer collection system to determine if there is adequate capacity existing in the sewer collection system to safely convey the newly generated sewage to the appropriate sewage treatment plant.

The City has begun requiring projects in the entitlement phase to apply for a Wastewater Service Information Request (WWSI) to allow the Los Angeles Bureau of Sanitation (LASAN) to review the project as described above without confusing construction projects from projects in the planning stages. WWSIs serve a similar function as SCARs for the purposes of CEQA analysis. Given the reduction in sewer demand under the proposed school use, existing sewer infrastructure is expected to be able to handle proposed flows.

LAMC Section 64.11.2 requires the payment of fees for new connections to the sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength, as well as volume. The determination of wastewater strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters (biological oxygen demand and suspended solids) for each type of land use. Fees paid to the Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including but not limited to industrial waste control and water reclamation purposes.

In addition, the City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards (Bureau of Engineering Special Order No. SO06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period shall not exceed one-half the pipe diameter.

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In 2006, the City approved the Integrated Resources Plan (IRP), which incorporates a Wastewater Facilities Plan.[2] The Integrated Resources Program was developed to meet future wastewater needs of more than 4.3 million residents expected to live within the City by 2020. In order to meet future demands posed by increased wastewater generation, the City decided to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation, and other approved uses.

In 2018, the City of Los Angeles completed the One Water LA 2040 Plan.[3] The One Water LA 2040 Plan is a roadmap connecting plans, ideas, and people to arrive at better and fiscally-responsible water planning solutions. Some of the objectives are:

- Integrate management of water resources and policies
- Balance environment, economic and social goals
- Improve health of local watershed
- Improve local water supply reliability
- Implement, monitor, and maintain a reliable watershed system
- Increase climate resilience
- Increase community awareness and advocacy for sustainable water

The One Water LA 2040 Plan builds on the premise of the Integrated Resource Plan to maximize water resources and to develop a framework for managing the City's watersheds, water resources, and water facilities through the year 2040. As with the Integrated Resource Plan, such efforts would be organized in three phases over a 23-year period from 2018 to the planning horizon of 2040. The "Near-term" phase will be 2018-2020, the "Mid-term" phase will be 2021-2030, and the "Long-term" phase will be 2031-2040. The phasing plan will comprise of 35 integration opportunities that will demonstrate how water management benefits can be integrated in a project through multi-agency collaboration. The One Water LA 2040 Plan is currently in the "Mid-term" phase.

The City will continue to address the sewer demands of developments throughout the City of Los Angeles, including the Project Site, through the preparation of its long-term plans. Wastewater collection and treatment are an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. As such, the City has continuously implemented long-term plans to address its ever increasing wastewater demand via programs that prioritize environmental stewardship and equity as well as maintaining reliability and resiliency, with each long-term plan providing sufficient lead time to ensure compliance. These efforts are anticipated to continue well past the completion of the One Water LA 2040 Plan, and through the Project's buildout year in 2050.

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[2] City of Los Angeles, Department of Public Works, LA Sewers Website, Integrated Resources Plan Facilities Plan, Summary Report, December 2006.

[3] City of Los Angeles Department of Public Works, Bureau of Sanitation, One Water LA 2040 Plan Wastewater Facilities Plan, April 2018.

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3. ENVIRONMENTAL SETTING

The Project Site is bounded by Mulholland Drive, Casiano Road, and existing buildings. The Project Site consists of two school buildings, four student resident buildings, athletics fields, and surface parking areas.

The area north and west of the Project Site is occupied by Mulholland Drive and Interstate 405 freeway. The area adjacent to southern portion of the Project Site is occupied by residential properties. The area east of the Project Site is occupied by educational facilities and Casiano Rd.

3.1. WATER

LADWP is responsible for providing water supply to the City while complying with County, State, and Federal regulations.

3.1.1. REGIONAL

Primary sources of water for the LADWP service area are the Los Angeles Aqueduct (LAA), State Water Project (supplied by MWD) and local groundwater. The LAA has been the primary source of the City's water supply. In recent years, however, the amount of water supplies from the LAA has been limited due to environmental concerns, and the City's water supply relied heavily (average of 41% in recent years) on the purchased water from MWD delivered from the Colorado River or from the Sacramento-San Joaquin Delta. Local groundwater has been a reliable water source, providing an average of 9% of the total water supply, but there have been concerns in recent years due to declining groundwater level and contamination issues. Lastly, the City's recycled water supply is limited to specific projects within the City at this time.[4]

3.1.2. LOCAL

The Project Site is currently developed with seven buildings ranging from two to three stories and surface parking areas. Existing buildings on the Project Site include the three-story, approximately 125,000-square-foot Main Building; a two-story, approximately 13,600-square-foot Student Union Building; and four three-story, total of approximately 56,000-square-foot Student Residence Buildings. Existing parking lots have approximately 396 parking spaces.

LADWP maintains water infrastructure to the Project Site. Based on available record data provided by LADWP, there is a 16" water main on Mulholland Drive and a 20" water main along Casiano Rd, see Exhibit 1. The following is an account of the existing water infrastructure in the vicinity of the Project Site (Please see Exhibit 1 for their approximate location and details):

[4] LADWP, 2020 Urban Water Management Plan, accessed November, 2025.

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- Mulholland Drive:
  - 1 Fire Hydrants (FH ID: 36724)
- Casiano Road:
  - 5 Fire Hydrants (FH ID: 41217, 42106, 42275, 41218, & 41361)

Maximum permitted water consumption estimates have been prepared based on 100% of the City of Los Angeles Bureau of Sanitation (BOS) sewage generation factors for educational categories and are summarized in Table 1 below.

Table 1 – Existing Water Demand

Land Use	Quantity	Generation Factor (gpd)[(a)]	Water Demand (gpd)[(a)]
Residential Dormitories: College	200 students	70 gpd/student	14,000
School: University/ College	300 students	16 gpd/student	4,800
School: Special Class (Night Instruction)	500 students	9 gpd/student	4,500
School: High School	400 students	11 gpd/ student	4,400
Total Existing Water Demand			**27,700**

gpd = gallons per day
sf = square feet
[(a)] City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation rates.

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3.2. WASTEWATER

3.2.1. REGIONAL

LASAN operates and maintains the wastewater treatment, reclamation and collection facilities serving most of the City of Los Angeles-incorporated areas as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants. The Project Site is located within the Hyperion System service area. The Hyperion System is serviced by the Hyperion Sanitary Sewer System, which consists of the Hyperion Water

Reclamation Plant (HWRP), and Donald C. Tillman Water Reclamation Plant (TWRP), and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP).

The existing design capacity of the Hyperion Sanitary Sewer System is approximately 550 million gallons per day (MGD) (consisting of 450 MGD at the HWRP, 80 MGD at the TWRP, and 20 MGD at the LAGWRP). Based on the One Water LA 2040 Plan-Wastewater Facilities Plan, the average wastewater flow rate in Hyperion Sanitary Sewer System was 314 MGD in 2016 (consisting of 250 MGD at the HWRP, 47 MGD at the TWRP, and 17 MGD at the LAGWRP.)[5] The One Water LA 2040 Plan-Wastewater Facilities Plan, projects that annual average wastewater flows in the Hyperion Sanitary Sewer System would increase to 323 MGD in 2020, 348 MGD in 2030, and 358 in 2040. As such, current and projected flows are below the design capacity of approximately 550 MGD for the Hyperion Sanitary Sewer System.

Wastewater generated from the Project Site is conveyed via the local collector sanitary sewer system directly to the HWRP for treatment. The HWRP is the City's primary water reclamation plant and one of the oldest and largest wastewater treatment facilities in the world. The HWRP provides preliminary, primary, and secondary treatment processes, and treats wastewater flows bypassed from the TWRP and LADWRP. Typically, the TWRP and LAGWRP treat wastewater up to or near their capacities on most days.

On average, 275 million gallons of wastewater enters the HWRP on a typical dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily dry weather flow of 450 MGD and peak wet weather flow of 800 MGD.[6] As such, the HWRP's current remaining treatment capacity for dry weather flows is approximately 175 MGD on an average day.

3.2.2. LOCAL

The local sanitary sewer system is maintained by LASAN. An analysis of the estimated maximum permitted wastewater generation of the existing Project Site is presented in Table 2 below. The table was developed using the LASAN Sewage Generation loading table (Exhibit 3).

Table 2 – Existing Wastewater Generation

Land Use	Quantity	Generation Factor (gpd)[(a)]	Water Demand (gpd)[(a)]
Residential Dormitories:	200 students	70 gpd/student	14,000

[5] LASAN, One Water LA 2040 Plan—Volume 2: Wastewater Facilities Plan, April 2018.
[6] LA Sanitation & Environment (LASAN), Hyperion Water Reclamation Plant, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=1186mdvh8u_393&_afrLoop=10107387348315793#!, accessed November 2022.

Table 2 – Existing Wastewater Generation			
Land Use	**Quantity**	**Generation Factor (gpd)[(a)]**	**Water Demand (gpd)[(a)]**
College			
School: University/ College	300 students	16 gpd/student	4,800
School: Special Class (Night Instruction)	500 students	9 gpd/student	4,500
School: High School	400 students	11 gpd/ student	4,400
Total Existing Wastewater Demand			**27,700**

gpd = gallons per day
sf = square feet
[(a)] City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation rates.

The existing development currently discharges to two sewer mains:

- 8-inch vitrified clay pipe (VCP) in Casiano Rd
- 8-inch vitrified clay pipe (VCP) in Mulholland Dr

The local sanitary sewer system is maintained by LASAN. The table was developed using the LASAN Sewage Generation loading table (Exhibit 3).

4. SIGNIFICANCE THRESHOLDS

4.1. WATER

In accordance with State CEQA Guidelines Appendix G (Appendix G), the Project would have a significant impact related to water supply and infrastructure if it would:

- Require or result in the relocation or construction of new or expanded water facilities, the construction of relocation of which could cause significant environmental effects; or

- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (Thresholds Guide) identifies the following criteria to evaluate water supply and infrastructure impacts:

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- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of project completion; and
- The degree to which scheduled water infrastructure or project design features would reduce or offset service impacts.

4.2. WASTEWATER

Appendix G of the CEQA Guidelines provides a set of questions that address impacts with regard to wastewater. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

In the context of the above questions from the CEQA Guidelines, the L.A. CEQA Thresholds Guide states that a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

In assessing impacts related to wastewater, the City uses Appendix G as the thresholds of significance. The criteria identified above from the L.A. CEQA Thresholds Guide is used where applicable and relevant to assist in analyzing the Appendix G thresholds.

5. METHODOLOGY

5.1. WATER

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The methodology for determining the significance of a project as it relates to a project's impact on water supply and distribution infrastructure is based on the *L.A. CEQA Thresholds Guide*. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Description of major water infrastructure serving the Project Site, including the type of facilities, location and sizes, and any planned improvements.
- Description of the water conditions for the Project area and known improvement plans.

Project Impacts

- Evaluate the Project's water demand, taking into account design or operational features that would reduce or offset water demand.
- Determine what improvements would be needed, if any, to adequately serve the Project.
- Describe the degree to which presently scheduled off-site improvements offset impacts.

This report analyzes the potential impacts of the Project on the existing public water infrastructure by comparing the estimated Project demand with the calculated available capacity of the existing facilities.

The existing and proposed water demand is based upon available site and occupancy information and 100% of the BOS sewerage generation factors.

LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Project Site. LADWP's approach consists of analyzing their water system model near the Project Site. Based on the results, LADWP determines whether they can meet the project fire hydrant flow needs based on existing infrastructure. See Exhibit 2 for the results of the Information of Fire Flow Availability Request (IFFAR).

5.2. WASTEWATER

The methodology for determining the significance of a project as it relates to a project's impact on wastewater collection and treatment infrastructure is based on the L.A. CEQA Thresholds Guide. This methodology involves a review of the Project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The

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following has been considered as part of the determination for this Project:

Environmental Setting

- Location of the Project and appropriate point of connection to the wastewater collection system on the pertinent Sewer Service Map;
- Description of the existing wastewater system which would serve the Project, including its capacity and current flows; and
- Summary of adopted wastewater-related plans and policies that are relevant to the Project area.

Project Impacts

- Evaluate the Project wastewater needs, taking into account design or operational features that would reduce or offset service impacts; and
- Compare the Project's wastewater needs to the appropriate sewer's capacity and/or the wastewater flows anticipated in the Wastewater Facilities Plan or General Plan.

This report analyzes the potential impacts of the Project on the existing public sewer infrastructure by comparing the estimated existing and proposed Project wastewater generation.

Existing and proposed sewer generation analysis using the LASAN Sewage Generation Factors was performed to determine whether the sewer system could accommodate the new development. Refer to Table 2 and Table 4.

6. PROJECT IMPACTS

6.1. OPERATION

6.1.1. WATER

6.1.1.1. INFRASTRUCTURE CAPACITY

When analyzing the Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Nevertheless, conservative analyses for both fire suppression and domestic water flows has been completed by LADWP for the Project. See Exhibit 2 for the results of the IFFAR, respectively, which together demonstrate that adequate water infrastructure capacity exists.

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6.1.1.2. FIRE WATER DEMAND

An IFFAR was submitted to LADWP regarding available fire hydrant flow to demonstrate compliance. The completed IFFAR, attached as Exhibit 2, shows four nearby hydrants flowing simultaneously for a combined 4,000 gpm with a residual pressure of over 20 psi. Thus, as shown by the IFFAR, the Project Site has adequate fire flow available to demonstrate compliance with Section 57.507.3 of the LAMC under the Project.

The Project's fire flow impacts to water infrastructure would be less than significant. Refer to the Fire Protection Report for more information.

6.1.1.3. DOMESTIC WATER DEMAND

Water consumption estimates have been prepared based 100 percent of the City of LA Bureau of Sanitation sewerage generation factors for commercial categories and are summarized in Table 3 below. The proposed development has the potential to decrease the water and fire demand from these existing buildings. The approved IFFAR (Information of Fire Flow Availability, shown in Exhibit 2, indicates that 4,000 gpm (5,760,000 gpd) is available from four existing hydrants along Casiano Rd. Also, the calculation summarized in Table 3 below shows the wastewater generation for the new development as 17,800 gpd less than existing conditions. Therefore, IFFAR results confirm that sufficient infrastructure capacity is available for the Project. Therefore, the Project's impacts on water supply would be less than significant.

Table 3 – Project Water Demand

Type of Use	**Size**	**Generation Factor (gpd)[(a)]**	**Average Daily Flow (gpd)**
Proposed			
School: High School	900 students	11 gpd/ student	9,900
Total Proposed Water Demand[(f)]			**9,900**

gpd = gallons per day
[(a)] Proposed generation rates are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.lacotysan.org/fmd/pdf/sfcfeerates.pdf.

6.1.2. WASTEWATER

DRAFT

Wastewater generation estimates have been prepared based 100 percent of the City of LA Bureau of Sanitation sewerage generation factors for residential and educational categories and are summarized in Table 4 below. The proposed development has the potential to decrease the sewage generation from these existing facilities. The proposed sewer generation table, shown in Table 4 below, indicates that the proposed site will discharge an average of 9,900 gpd. Compared to the existing generation in Table 2, the total net wastewater generation for the new development is reduced by 17,800 gpd. Therefore, the Project's impacts on wastewater infrastructure would be less than significant.

Table 4 – Project Wastewater Generation

Size	Generation Factor (gpd)[a]	Average Daily Flow (gpd)
Proposed		
900 students	11 gpd/ student	9,900
Total Proposed Water Demand[f]		**9,900**

gpd = gallons per day
[a] Proposed generation rates are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.lacotysan.org/fmd/pdf/sfcfeerates.pdf.

7. CUMULATIVE IMPACTS

7.1.1. WATER

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City). LADWP, as a public water service provider, is required to prepare and periodically update an Urban Water Management Plan to plan and provide for water supplies to serve existing and projected demands. The 2020 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2040.

Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2020 UWMP. The water supply assessment for projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

Furthermore, through LADWP's 2020 UWMP process and the City's Securing L.A.'s Water

Supply, the City will meet all new demand for water due to projected population growth to the year of 2040, through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City of Los Angeles to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

Related projects connecting to the same water system are required to obtain a water connection permit and submit a Service Advisory Report to LADWP as part of the related project's development review. Impact determination will be provided following the completion of the SAR analysis. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and LADWP to construct the necessary improvements.

Compliance of the Project and future development projects with regulatory requirements that promote water conservation such as the Los Angeles Municipal Code, including the City's Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the water demands of the Project as well as support future growth. Therefore, cumulative impacts on water supply would be less than significant.

7.1.2. WASTEWATER

The Project's estimated sewer flows were based on the sewer generation factors for the Project's proposed uses. Wastewater generation estimates were prepared based on the LASAN sewer generation factors for residential and educational categories and are summarized in Table 2 and Table 4.

As discussed above, the existing design capacity of the Hyperion Service Area is approximately 550 MGD (consisting of 450 MGD at the Hyperion Treatment Plant, 80 MGD at the Donald C. Tillman Water Reclamation Plant, and 20 MGD at the Los Angeles–Glendale Water Reclamation Plant).[7] The Project's maximum potential wastewater generation is approximately 0.001 MGD. This is substantially less than half a percent of HWRP's estimated remaining treatment capacity of 175 MGD, even under the maximum wastewater scenario. Thus, the Hyperion Treatment Plant has the capacity to treat the additional wastewater flows generated from the Project.

8. LEVEL OF SIGNIFICANCE

Based on the analysis contained in this report no significant impacts have been identified

[7] City of Los Angeles Department of Public Works, Bureau of Sanitation, One Water LA 2040 Plan Wastewater Facilities Plan, January 2018.

DRAFT

for water or wastewater for this Project.

DRAFT

APPENDIX

DRAFT

EXHIBIT 1 - EXISTING UTILITY INFRASTRUCTURE

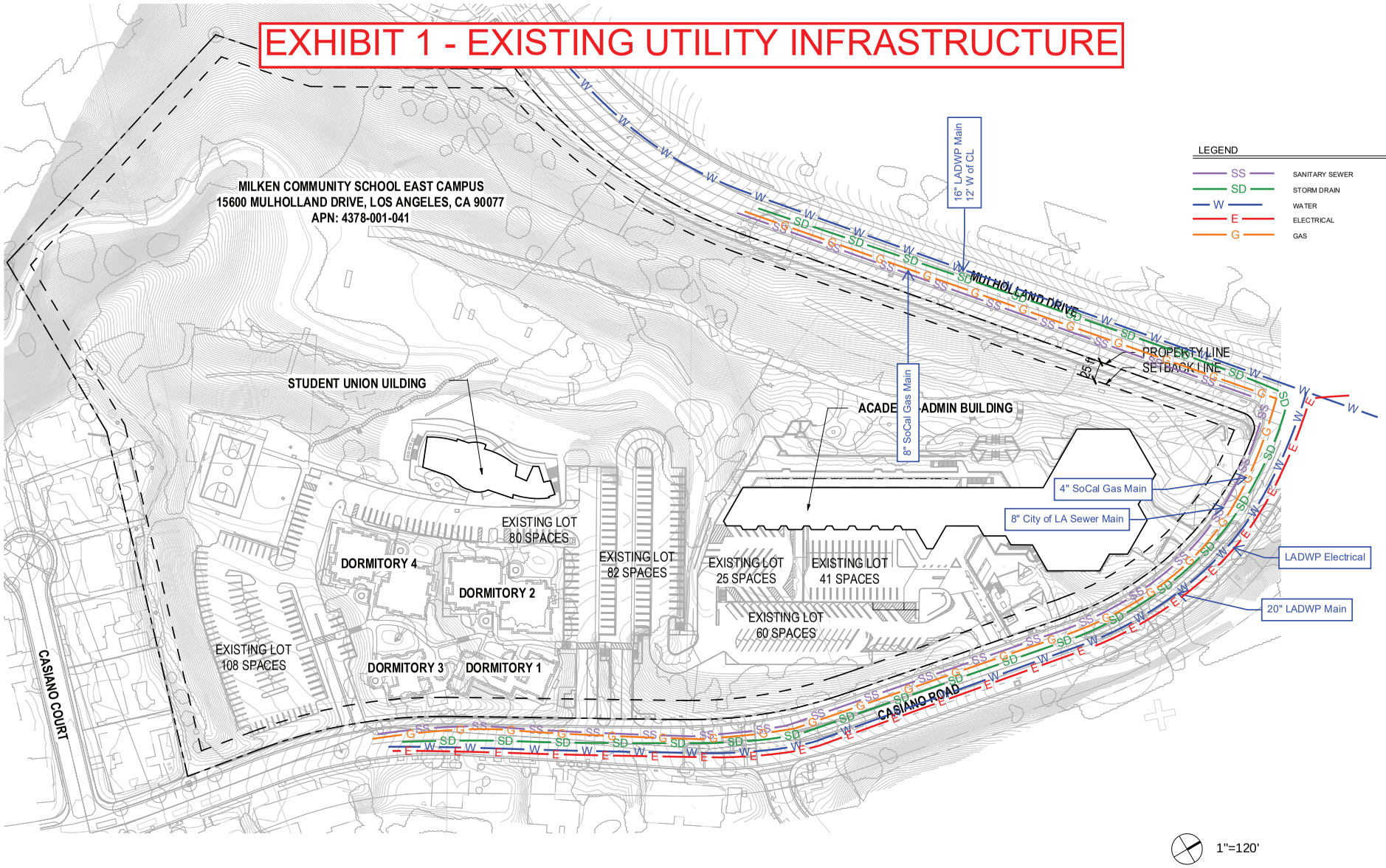


EXHIBIT 2 - LADWP IFFAR RESULTS

City of Los Angeles

Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W158-144

LAFD Fire Flow Requirement: 4,000 GPM FROM 4 HYDRANTS

LAFD Signature:

Date Signed:

Applicant: SCOTT RALSTON

Company Name: KPFF CONSULTING ENGINEERS

Address: 700 SOUTH FLOWER SUITE 2100

Telephone: 213-418-0201

Email Address: scott.ralston@kpff.com

	F- 41217	F- 42275	F- 41218
Location:	E/S CASIANO RD, S/S MULHOLLAND DR	W/S CASIANO RD, S/O MULHOLLAND DR	N/S STEPHEN WISE DR, E/S CASIANO RD
Distance from Neareast Pipe Location (feet):	35'	36'	40'
Hydrant Size:	2 1/2 S BU	2 1/2 S BU	2 1/2 S BU
Water Main Size (in):	20"	20"	20"
Static Pressure (psi):	200/139psi	186/125psi	174/113psi
Residual Pressure (psi):	104psi	93psi	83psi
Flow at 20 psi (gpm):	1000gpm	1000gpm	1000gpm

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. w20250917021

Site address: 15600 Mulholland Drive, LA, CA 90077

Request is related to modifications to a CUP, not new construction. See additional page for 4th hydrant info. Please also see attached map which shows 3 additional hydrants in the area. Please use those if needed to achieve required flow.

Water Purveyor: **Los Angeles Department of Water & Power** *Date:*

Signtature: Janna C Habbaz *Title:* Water Distribution-Western District CEA II

$282.00

Requests must be made by submitting this completed application, along with a $245.00 check payable to:

"Los Angeles Department of Water and Power", and mailed to:

Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hope Street - Room 1425
Los Angeles, CA 90012

RECEIVED/WDE
SEP 15 2025

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

City of Los Angeles
Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W158-144

LAFD Fire Flow Requirement: 4,000 GPM FROM 4 HYDRANTS

LAFD Signature:

Date Signed:

Applicant: SCOTT RALSTON

Company Name: KPFF CONSULTING ENGINEERS

Address: 700 SOUTH FLOWER SUITE 2100

Telephone: 213-418-0201

Email Address: scott.ralston@kpff.com

	F- 41361	F-	F-
Location:	E/S CASIANO RD, N/O CASIANO CT		
Distance from Neareast Pipe Location (feet):	49'		
Hydrant Size:	2 1/2 X 4D		
Water Main Size (in):	20"		
Static Pressure (psi):	161/101psi		
Residual Pressure (psi):	63psi		
Flow at 20 psi (gpm):	1000gpm		

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks: ECMR No. w20250917021

Sheet 2 of 2

Water Purveyor: **Los Angeles Department of Water & Power** *Date:*

Signtature: Janna C Habbaz *Title:* Water Distribution-Western District CEA II

$282.00

Requests must be made by submitting this completed application, along with a ~~$245.00~~ check payable to:

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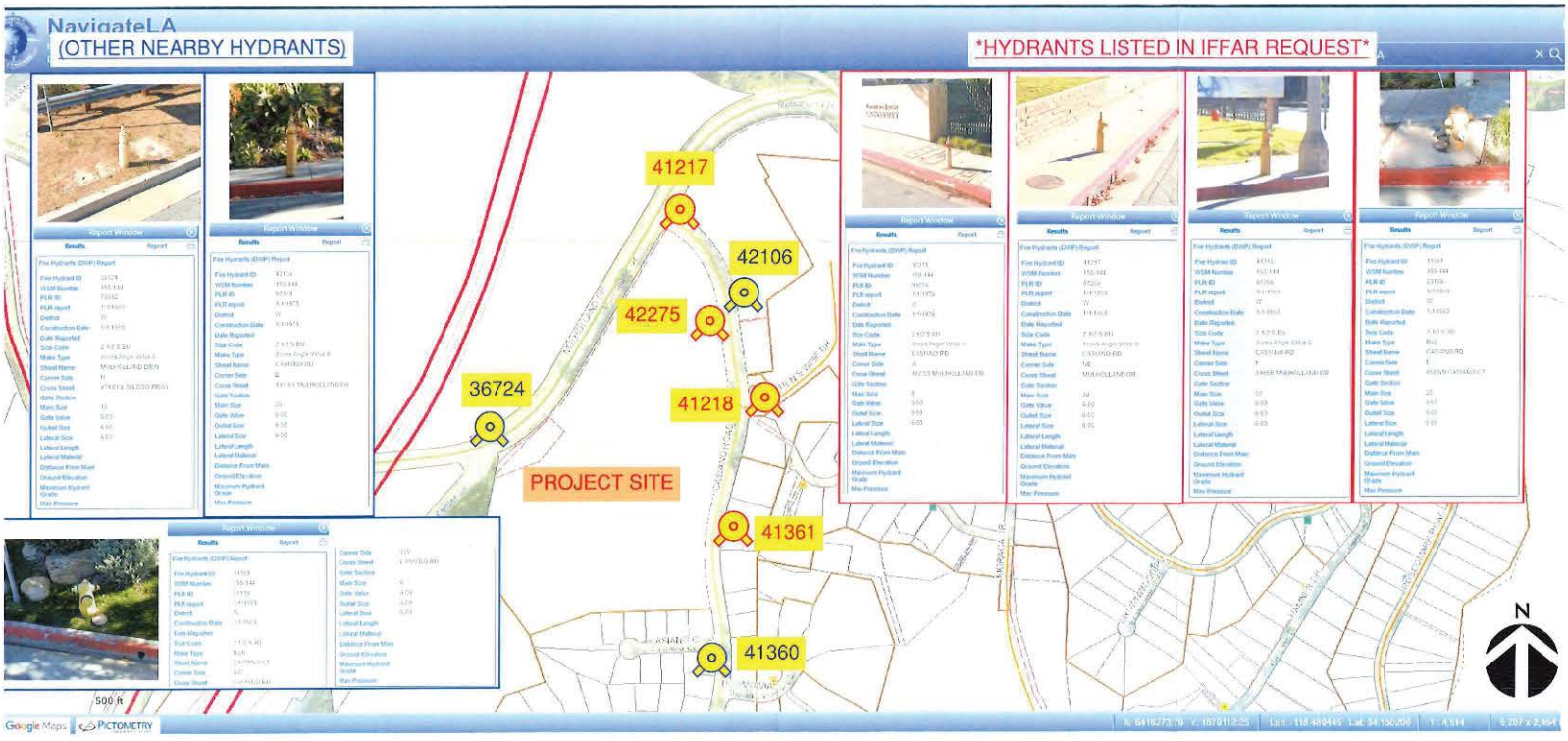

NavigateLA
(OTHER NEARBY HYDRANTS)
HYDRANTS LISTED IN IFFAR REQUEST
41217
42106
42275
36724
41218
PROJECT SITE
41361
41360
500 ft
Google Maps
PICTOMETRY

EXHIBIT 3 - LASAN SEWAGE GENERATION FACTOR

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
40	Community Center	3/Occupant	265	275
41	Conference Room of Office Bldg.	120/1,000 Gr SF	265	275
42	Counseling Center (h)	120/1,000 Gr SF	265	275
43	Credit Union	120/1,000 Gr SF	265	275
44	Dairy	Average Flow	1,510	325
45	Dairy: Barn	Average Flow	1,510	325
46	Dairy: Retail Area	50/1,000 Gr SF	265	275
47	Dancing Area (of Bars or Nightclub) (c)	350/1,000 Gr SF	265	275
48	Dance Studio (i)	50/1,000 Gr SF	265	275
49	Dental Office/Clinic	250/1,000 Gr SF	265	275
50	Doughnut Shop	280/1,000 Gr SF	1,000	600
51	Drug Rehabilitation Center (h)	120/1,000 Gr SF	265	275
52	Equipment Booth	30/1,000 Gr SF	265	275
53	Film Processing (Retail)	50/1,000 Gr SF	265	275
54	Film Processing (Industrial)	Actual	265	275
55	Food Processing Plant (b)	Actual	2,210	1,450
56	Gas Station: Self Service	100/W.C.	265	275
57	Gas Station: Four Bays Max	430/Station	1,950	1,175
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total	700	450
59	Gymnasium: Basketball, Volleyball (k)	200/1,000 Gr SF	265	275
60	Hanger (Aircraft)	50/1,000 Gr SF	265	275
61	Health Club/Spa (k)	650/1,000 Gr SF	265	275
62	Homeless Shelter	70/Bed	265	275
63	Hospital	70/Bed	820	1,230
64	Hospital: Convalescent (a)	70/Bed	265	275
65	Hospital: Animal	300/1,000 Gr SF	820	1,230
66	Hospital: Psychiatric	70/Bed	265	275
67	Hospital: Surgical (a)	360/Bed	265	275
68	Hotel: Use Guest Rooms Only (a)	120/Room	265	275
69	Jail	85/Inmate	265	275
70	Kennel: Dog Kennel/Open	100/1,000 Gr SF	265	275
71	Laboratory: Commercial	250/1,000 Gr SF	265	275
72	Laboratory: Industrial	Actual	265	275
73	Laundromat	185/Machine	550	370
74	Library: Public Area	50/1,000 Gr SF	265	275
75	Library: Stacks, Storage	30/1,000 Gr SF	265	275
76	Lobby of Retail Area (l)	50/1,000 Gr SF	265	275
77	Lodge Hall	3/Seat	265	275
78	Lounge (l)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Townhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Townhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Townhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Townhouse - >3 BR (o)	40/BDR	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
118	Residential: SFD - 1 BR (o)	140/DU	265	275
119	Residential: SFD - 2 BR (o)	185/DU	265	275
120	Residential: SFD - 3 BR (o)	230/DU	265	275
121	Residential: SFD - >3 BR (o)	45/BDR	265	275
122	Residential Room Addition: Bedroom (o)	45/BDR	265	275
123	Residential Room Conversion: Into a Bedroom (o)	45/BDR	265	275
124	Residential: Mobile Home	Same as Apt	265	275
125	Residential: Artist (2/3 Area)	75/DU	265	275
126	Residential: Artist Residence	75/DU	265	275
127	Residential: Guest Home w/ Kitchen	Same as Apt	265	275
128	Residential: Guest Home w/o Kitchen	45/BDR	265	275
129	Rest Home	70/Bed	555	490
130	Restaurant: Drive-In	50/Stall	1000	600
131	Restaurant: Drive-In Seating Area	25/Seat	1000	600
132	Restaurant: Fast Food Indoor Seat	25/Seat	1000	600
133	Restaurant: Fast Food Outdoor Seat	25/Seat	1000	600
134	Restaurant: Full Service Indoor Seat (a)	30/Seat	1000	600
135	Restaurant: Full Service Outdoor Seat	30/Seat	1000	600
136	Restaurant: Take Out	300/1,000 Gr SF	1000	600
137	Retail Area (greater than 100,000 SF)	50/1,000 Gr SF	265	275
138	Retail Area (less than 100,000 SF)	25/1,000 Gr SF	265	275
139	Rifle Range: Shooting Stalls/Lanes, Lobby	50/1,000 Gr SF	265	275
140	Rifle Range Facility: Bar/Restaurant	Total	Average	Average
141	School: Arts/Dancing/Music (i)	11/Student	265	275
142	School: Elementary/Jr. High (a) (p)	9/Student	265	275
143	School: High School (a) (p)	11/Student	265	275
144	School: Kindergarten (s)	9/Student	265	275
145	School: Martial Arts (i)	9/Student	265	275
146	School: Nursery-Day Care (p)	9/Child	265	275
147	School: Special Class (p)	9/Student	265	275
148	School: Trade or Vocational (p)	11/Student	265	275
149	School: Training (p)	11/Student	265	275
150	School: University/College (a) (p)	16/Student	265	275
151	School: Dormitory (a) (n)	70/Student	265	275
152	School: Stadium, Pavilion	3/Seat	265	275
153	Spa/Jacuzzi (Commercial with backwash filters)	Total	265	275
154	Storage: Building/Warehouse	30/1,000 Gr SF	265	275
155	Storage: Self-Storage Bldg	30/1,000 Gr SF	265	275
156	Store: Ice Cream/Yogurt	25/1,000 Gr SF	1000	600

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
157	Store: Retail (l)	50/1,000 Gr SF	265	275
158	Studio: Film/TV - Audience Viewing Room (q)	3/Seat	265	275
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	50/1,000 Gr SF	265	275
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	50/1,000 Gr SF	265	275
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total	265	275
162	Studio: Recording	50/1,000 Gr SF	265	275
163	Swimming Pool (Commercial with backwash filters)	Total	265	275
164	Tanning Salon: Independent, No Shower (r)	50/1,000 Gr SF	265	275
165	Tanning Salon: Within a Health Spa/Club	640/1,000 Gr SF	265	275
166	Theater: Drive-In	6/Vehicle	265	275
167	Theater: Live/Music/Opera	3/Seat	265	275
168	Theater: Cinema	3/Seat	265	275
169	Tract: Commercial/Residential	1/Acre	265	275
170	Trailer: Const/Field Office (e)	120/Office	265	275
171	Veterinary Clinic/Office	250/1,000 Gr SF	265	275
172	Warehouse	30/1,000 Gr SF	265	275
173	Warehouse w/ Office	Total	265	275
174	Waste Dump: Recreational	400/Station	2650	2750
175	Wine Tasting Room: Kitchen	200/1,000 Gr SF	265	275
176	Wine Tasting Room: All Area	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE GUIDE
RESIDENTIAL AND COMMERCIAL CATEGORIES

(GR.SQ.FT.) = Gross Square Feet: area included within the exterior of the surrounding walls of a building excluding court.

EFFECTIVE DATE: April 6, 2012

Line No.	**FACILITY DESCRIPTION**	**FEE RATE**
1	Acupuncture Office/Clinic	$495/1000 GR.SQ.FT.
2	Arcade - Video Games	$206/1000 GR.SQ.FT.
3	Auditorium (a)	$12/SEAT
4	Auto Parking (a)	$83/1000 GR.SQ.FT.
5	Auto Mfg., Service Maintenance (b)	Actual
6	Bakery	$2956/1000 GR.SQ.FT.
7	Bank: Headquarters	$495/1000 GR.SQ.FT.
8	Bank: Branch	$206/1000 GR.SQ.FT.
9	Ballroom	$1445/1000 GR.SQ.FT.
10	Banquet Room	$1445/1000 GR.SQ.FT.
11	Bar: Cocktail, Fixed Seat (a) (c)	$62/SEAT
12	Bar: Juice, No Baking Facilities (d)	$2973/1000 GR.SQ.FT.
13	Bar: Juice, with Baking Facilities (d)	$2973/1000 GR.SQ.FT.
14	Bar: Cocktail, Public Table Area (c)	$2973/1000 GR.SQ.FT.
15	Barber Shop	$495/1000 GR.SQ.FT.
16	Barber Shop (s)	$62/STALL.
17	Beauty Parlor	$1755/1000 GR.SQ.FT.
18	Beauty Parlor (s)	$206/STALL.
19	Bldg. Const/Field Office (e)	$495/OFFICE
20	Bowling Alley: Alley, Lanes & Lobby Area	$206/1000 GR.SQ.FT.
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total
22	Cafeteria: Fixed Seat	$165/SEAT
23	Car Wash: Automatic (b)	Actual
24	Car Wash: Coin Operated Bays (b)	Actual
25	Car Wash: Hand Wash (b)	Actual
26	Car Wash: Counter & Sales Area	$206/1000 GR.SQ.FT.
27	Chapel: Fixed Seat	$12/SEAT
28	Chiropractic Office	$495/1000 GR.SQ.FT.
29	Church: Fixed Seat	$12/SEAT
30	Church School: Day Care/Elem	$37/OCCUPANT
31	Church School: One Day Use (s)	$37/OCCUPANT
32	Cocktail Lounge: Fixed Seat (f)	$62/SEAT
33	Coffee House: No Food Preparation (d)	$2973/1000 GR.SQ.FT.
34	Coffee House: Pastry Baking Only (d)	$2973/1000 GR.SQ.FT.
35	Coffee House: Serves Prepared Food (d)	$138/SEAT
36	Cold Storage: No Sales (g)	$124/1000 GR.SQ.FT.
37	Cold Storage: Retail Sales (g)	$206/1000 GR.SQ.FT.

SEWERAGE FACILITIES CHARGE GUIDE
RESIDENTIAL AND COMMERCIAL CATEGORIES

(GR.SQ.FT.) = Gross Square Feet: area included within the exterior of the surrounding walls of a building excluding court.

EFFECTIVE DATE: April 6, 2012

38	Comfort Station: Public	$330/FIXTURE
39	Commercial Use (a)	$206/1000 GR.SQ.FT.
40	Community Center	$12/OCCUPANT
41	Conference Room of Office Bldg.	$495/1000 GR.SQ.FT.
42	Counseling Center (h)	$495/1000 GR.SQ.FT.
43	Credit Union	$495/1000 GR.SQ.FT.
44	Dairy	Average Flow
45	Dairy: Barn	Average Flow
46	Dairy: Retail Area	$206/1000 GR.SQ.FT.
47	Dancing Area (of Bars or Nightclub) (c)	$1445/1000 GR.SQ.FT.
48	Dance Studio (i)	$206/1000 GR.SQ.FT.
49	Dental Office/Clinic	$1032/1000 GR.SQ.FT.
50	Doughnut Shop	$1540/1000 GR.SQ.FT.
51	Drug Rehabilitation Center (h)	$495/1000 GR.SQ.FT.
52	Equipment Booth	$124/1000 GR.SQ.FT.
53	Film Processing (Retail)	$206/1000 GR.SQ.FT.
54	Film Processing (Industrial)	Actual
55	Food Processing Plant (b)	Actual
56	Gas Station: Self Service	$413/W.C.
57	Gas Station: Four Bays Max	$3211/STATION
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total
59	Gymnasium: Basketball, Volleyball (k)	$826/1000 GR.SQ.FT.
60	Hanger (Aircraft)	$206/1000 GR.SQ.FT.
61	Health Club/Spa (k)	$2684/1000 GR.SQ.FT.
62	Homeless Shelter	$289/BED
63	Hospital	$422/BED
64	Hospital: Convalescent (a)	$289/BED
65	Hospital: Animal	$1811/1000 GR.SQ.FT.
66	Hospital: Psychiatric	$289/BED
67	Hospital: Surgical (a)	$1486/BED
68	Hotel: Use Guest Rooms Only (a)	$495/ROOM
69	Jail	$351/INMATE
70	Kennel: Dog Kennel/Open	$413/1000 GR.SQ.FT.
71	Laboratory: Commercial	$1032/1000 GR.SQ.FT.
72	Laboratory: Industrial	Actual
73	Laundromat	$855/MACHINE
74	Library: Public Area	$206/1000 GR.SQ.FT.
75	Library: Stacks, Storage	$124/1000 GR.SQ.FT.
76	Lobby of Retail Area (l)	$206/1000 GR.SQ.FT.

SEWERAGE FACILITIES CHARGE GUIDE
RESIDENTIAL AND COMMERCIAL CATEGORIES

(GR.SQ.FT.) = Gross Square Feet: area included within the exterior of the surrounding walls of a building excluding court.

EFFECTIVE DATE: April 6, 2012

77	Lodge Hall	$12/SEAT
78	Lounge (l)	$206/1000 GR.SQ.FT.
79	Machine Shop (No Industrial Waste Permit Required) (b)	$206/1000 GR.SQ.FT.
80	Machine Shop (Industrial)	Actual
81	Mfg or Industrial Facility (No IW Permit Required) (b)	$206/1000 GR.SQ.FT.
82	Mfg or Industrial Facility (Industrial)	Actual
83	Massage Parlor	$1032/1000 GR.SQ.FT.
84	Medical Building (a)	$929/1000 GR.SQ.FT.
85	Medical: Lab in Hospital	$1057/1000 GR.SQ.FT.
86	Medical Office/Clinic	$1032/1000 GR.SQ.FT.
87	Mini-Mall (No Food)	$206/1000 GR.SQ.FT.
88	Mortuary: Chapel	$12/SEAT
89	Mortuary: Embalming	$1644/1000 GR.SQ.FT.
90	Mortuary: Living Area	$206/1000 GR.SQ.FT.
91	Motel: Use Guest Room Only (a)	$495/ROOM
92	Museum: All Area	$124/1000 GR.SQ.FT.
93	Museum: Office Over 15%	$495/1000 GR.SQ.FT.
94	Museum: Sales Area	$206/1000 GR.SQ.FT.
95	Office Building (a)	$495/1000 GR.SQ.FT.
96	Office Bldg w/Cooling Tower	$702/1000 GR.SQ.FT.
97	Plating Plant (No IW Permit Required) (b)	$206/1000 GR.SQ.FT.
98	Plating Plant (Industrial) (b)	Actual
99	Pool Hall (No Alcohol)	$206/1000 GR.SQ.FT.
100	Post Office: Full Service (m)	$495/1000 GR.SQ.FT.
101	Post Office: Private Mail Box Rental	$206/1000 GR.SQ.FT.
102	Prisons	$722/INMATE
103	Residential Dorm: College or Residential (n)	$289/STUDENT
104	Residential: Boarding House	$289/BED
105	Residential: Apt - Bachelor (a)	$310/DU
106	Residential: Apt - 1 BDR (a) (o)	$454/DU
107	Residential: Apt - 2 BDR (a) (o)	$619/DU
108	Residential: Apt - 3 BDR (a) (o)	$784/DU
109	Residential: Apt - >3 BDR (o)	$165 PER ADDITIONAL BEDROOM
110	Residential: Condo - 1 BDR (o)	$454/DU
111	Residential: Condo - 2 BDR (o)	$619/DU
112	Residential: Condo - 3 BDR (o)	$784/DU
113	Residential: Condo - >3 BDR (o)	$165 PER ADDITIONAL BEDROOM
114	Residential: Duplex/Townhouse - 1 BR (o)	$454/DU
115	Residential: Duplex/Townhouse - 2 BR (o)	$619/DU

SEWERAGE FACILITIES CHARGE GUIDE
RESIDENTIAL AND COMMERCIAL CATEGORIES

(GR.SQ.FT.) = Gross Square Feet: area included within the exterior of the surrounding walls of a building excluding court.

EFFECTIVE DATE: April 6, 2012

116	Residential: Duplex/Townhouse - 3 BR (o)	$784/DU
117	Residential: Duplex/Townhouse - >3 BR (o)	$165 PER ADDITIONAL BEDROOM
118	Residential: SFD - 1 BR (o)	$578/DU
119	Residential: SFD - 2 BR (o)	$764/DU
120	Residential: SFD - 3 BR (o)	$950/DU
121	Residential: SFD - >3 BR (o)	$186/BDR
122	Residential Room Addition: Bedroom (o)	$186/BDR
123	Residential Room Conversion: Into a Bedroom (o)	$186/BDR
124	Residential: Mobile Home	Same as Apt
125	Residential: Artist (2/3 Area)	$310/DU
126	Residential: Artist Residence	$310/DU
127	Residential: Guest Home w/ Kitchen	Same as Apt
128	Residential: Guest Home w/o Kitchen	$186/BDR
129	Rest Home	$334/BED
130	Restaurant: Drive-In	$275/STALL
131	Restaurant: Drive-In Seating Area	$138/SEAT
132	Restaurant: Fast Food Indoor Seat	$138/SEAT
133	Restaurant: Fast Food Outdoor Seat	$138/SEAT
134	Restaurant: Full Service Indoor Seat (a)	$165/SEAT
135	Restaurant: Full Service Outdoor Seat	$165/SEAT
136	Restaurant: Take Out	$1650/1000 GR.SQ.FT.
137	Retail Area (greater than 100,000 SF)	$206/1000 GR.SQ.FT.
138	Retail Area (less than 100,000 SF)	$103/1000 GR.SQ.FT.
139	Rifle Range: Shooting Stalls/Lanes, Lobby	$206/1000 GR.SQ.FT.
140	Rifle Range Facility: Bar/Restaurant	Total
141	School: Arts/Dancing/Music (i)	$45/1000 GR.SQ.FT.
142	School: Elementary/Jr. High (a) (p)	$37/STUDENT
143	School: High School (a) (p)	$45/STUDENT
144	School: Kindergarten (s)	$37/STUDENT
145	School: Martial Arts (i)	$37/STUDENT
146	School: Nursery-Day Care (p)	$37/CHILD
147	School: Special Class (p)	$37/STUDENT
148	School: Trade or Vocational (p)	$45/STUDENT
149	School: Training (p)	$45/STUDENT
150	School: University/College (a) (p)	$66/STUDENT
151	School: Dormitory (a) (n)	$289/STUDENT
152	School: Stadium, Pavilion	$12/SEAT
153	Spa/Jacuzzi (Commercial with backwash filters)	Total
154	Storage: Building/Warehouse	$124/1000 GR.SQ.FT.

SEWERAGE FACILITIES CHARGE GUIDE
RESIDENTIAL AND COMMERCIAL CATEGORIES

(GR.SQ.FT.) = Gross Square Feet: area included within the exterior of the surrounding walls of a building excluding court.

EFFECTIVE DATE: April 6, 2012

155	Storage: Self-Storage Bldg	$124/1000 GR.SQ.FT.
156	Store: Ice Cream/Yogurt	$138/1000 GR.SQ.FT.
157	Store: Retail (l)	$206/1000 GR.SQ.FT.
158	Studio: Film/TV - Audience Viewing Room (q)	$12/SEAT
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	$206/1000 GR.SQ.FT.
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	$206/1000 GR.SQ.FT.
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total
162	Studio: Recording	$206/1000 GR.SQ.FT.
163	Swimming Pool (Commercial with backwash filters)	Total
164	Tanning Salon: Independent, No Shower (r)	$206/1000 GR.SQ.FT.
165	Tanning Salon: Within a Health Spa/Club	$2642/1000 GR.SQ.FT.
166	Theater: Drive-In	$25/VEHICLE
167	Theater: Live/Music/Opera	$12/SEAT
168	Theater: Cinema	$12/SEAT
169	Tract: Commercial/Residential	$4/ACRE
170	Trailer: Const/Field Office (e)	$495/OFFICE
171	Veterinary Clinic/Office	$1032/1000 GR.SQ.FT.
172	Warehouse	$124/1000 GR.SQ.FT.
173	Warehouse w/ Office	Total
174	Waste Dump: Recreational	$4130/STATION
175	Wine Tasting Room: Kitchen	$826/1000 GR.SQ.FT.
176	Wine Tasting Room: All Area	$206/1000 GR.SQ.FT.

700 S Flower St, Suite 2100, Los Angeles, CA 90017, 213.418-0201. kpff.com

MILKEN EAST CAMPUS
(15600 MULHOLLAND DRIVE, LOS ANGELES, CA 90077)

FIRE PROTECTION REPORT
NOVEMBER 13, 2025

PREPARED BY:

KPFF Consulting Engineers

700 S Flower St, Suite 2100

Los Angeles, CA 90017

(213) 418-0201

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1. INTRODUCTION

1.1. PROJECT LOCATION AND EXISTING ON-SITE USES:

The Site is located at 15600 Mulholland Drive in Los Angeles, California. The Site is a reported 21.7 acres in size and is further identified by County of Los Angeles Assessor's Parcel Numbers 4378-001-041.

The Site is currently occupied by the former campus of the American Jewish University ("AJU") and is developed with multiple buildings. The Main Building currently consists of classrooms, a library, a performing arts center and auditorium, a kitchen and cafeteria, religious use areas, and administrative offices. The Student Union Building consists of recreational facilities and administrative offices. The Site is also occupied by four Student Residence Buildings, athletics fields, parking spaces, and campus security fencing, gates, and associated kiosk.

Existing buildings on the Project Site include the three-story, approximately 125,000-square-foot Main Building; a two-story, approximately 13,600-square-foot Student Union Building; and four three-story, total of approximately 56,000-square-foot Student Residence Buildings.

Existing parking lots have approximately 396 parking spaces. Vehicular access to the Project Site is provided via five driveways along Casiano Road. Pedestrian access to the Project Site is located along Casiano Road.

The Project Site is generally sloping to the west along the west of the Site and slopes north along the east of the site. Existing landscaping within the Project Site includes lawns, shrubs, and trees.

Electricity, potable water and sanitary sewer service is provided to the area by the City of Los Angeles. Natural gas is supplied to the area by the Southern California Gas Company.

The AJU campus' Conditional Use permit allowed for up to 1,400 students, broken down as follows: 500 university students, 400 religious high school students, and 500 adult students for night instruction.

1.2. PROJECT DESCRIPTION

The Milken East Campus is proposed to be converted into a religious high school with up to 900 students. The Project does not include construction or grading and proposes no soil import or export. The Project does not propose the removal of any protected or non-protected trees. No additional floor area will be constructed.

The proposed uses of the Main Building would be classrooms, science laboratories, an auditorium and performing arts rooms, kitchen and dining areas, a student lounge, religious use areas, and faculty and administrative offices. The Student Union will contain fitness rooms, multipurpose rooms, and offices. After completion of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site.

1.3. SCOPE OF WORK

This report provides a description of the existing site conditions and analyzes the Project Site's Fire Protection capacity.

2. FIRE FLOW

2.1. FIRE FLOW REQUIREMENTS

2.1.1. FIRE FLOW

Los Angeles Municipal Code (LAMC) SEC. 57.507.3.1 Fire-Flow Requirements

Fire-flows shall comply with Table 57.507.3.1 for any structures, group of structures or facilities by the type of land development, or as otherwise determined by the Chief.

1. Where street alignments mandate the installation of dead-end mains, the fire-flow in gallons per minute may be adjusted downward, depending on the type of land development.

2. A minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the system with the required gallons per minute flowing.

TABLE 57.507.3.1
FIRE-FLOW BY TYPE OF LAND DEVELOPMENT

Type of Land Development	Fire-Flow in Gallons Per Minute
Low Density Residential	2,000 G.P.M. from three adjacent fire hydrants flowing simultaneously
High Density Residential and Neighborhood Commercial	4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously
Industrial and Commercial	6,000 to 9,000 G.P.M. from four to six fire hydrants flowing simultaneously
High Density Industrial and Commercial (Principal Business Districts or Centers)	12,000 G.P.M. available to any block (where local conditions indicate that consideration must be given to simultaneous fires, and additional 2,000 to 8,000 G.P.M. will be required).

It is our understanding that the Project falls in the High Density Residential and Neighborhood Commercial type of land development, with a corresponding fire flow requirement of 4,000 gallons per minute (gpm) from four adjacent fire hydrants flowing simultaneously. This translates to a required flow of 1,000 gpm for each hydrant.

2.1.2. NEARBY HYDRANTS

Based on the Los Angeles Department of Water and Power (LADWP) Water Service Map 158-144 (see Appendix), there are at least six fire hydrants on the public streets adjacent to the Project Site. Four hydrants, all on Casiano Road, were chosen by KPFF to be analyzed by LADWP for fire flow availability.

2.1.3. FIRE FLOW AVAILABILITY

An Information of Fire Flow Availability Request (IFFAR) was submitted to LADWP regarding available fire hydrant flow to demonstrate compliance with LAMC 57.507.3.1. The completed IFFAR (see Appendix) shows the four nearby hydrants flowing simultaneously for a combined 4,000 gpm with residual pressures greater than 20 psi. Thus, as shown by the IFFAR, the Project Site has adequate fire flow available to demonstrate compliance with LAMC Section 57.507.3.1.

2.2. RESPONSE DISTANCES FOR AUTOMATIC FIRE SPRINKLER SYSTEM

2.2.1. LAND USE

Los Angeles Municipal Code (LAMC) SEC. 57.507.3.3 Land Use

Buildings shall be equipped with an automatic fire sprinkler system if response distances in Table 57.507.3.3 are exceeded.

TABLE 57.507.3.3

Land Use *	Required Fire-Flow	Maximum Response Distance **	
		Engine Co.	Truck Co.
Low Density Residential	2,000 g.p.m. from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 g.p.m. from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 g.p.m. from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 g.p.m. available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 g.p.m. will be required)	3/4 mile	1 mile

*Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles.

**The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied.

Based on a required fire-flow of 4,000 gpm, the first-due Engine Company should be within 1-1/2 miles of the Project Site, and the first-due Truck Company should be within 2 miles of the Project Site.

2.2.2. FIRE STATIONS

The Fire Department has existing fire stations at the following locations for initial response into the area of the Project Site: **15600 Mulholland Drive**

Distance	**Fire Station No.**	**Services & Equipment**
1.5 miles	Fire Station No. 109 16500 Mulholland Drive	Eng 109
2.2 miles	Fire Station No. 99 1445 Mulholland Drive	Eng 99, Amb Rescue 99
4.6 miles	Fire Station No. 108 12520 Mulholland Drive	Eng 108
5.9 miles	Fire Station No. 71 107 S Beverly Glen Blvd	Eng 71, Amb Rescue 71

Based on the response distance from existing fire stations, fire protection may be considered adequate.

The main campus building on the Project Site appears to be equipped with an automatic fire sprinkler system.

Based on our research of existing fire systems at this address, we found records of the following permits, which indicate the buildings are equipped with fire sprinkler systems:

- PCIS 03041-10000-10567 - Electrical - PROVIDE NEW FIRE ALARM SYSTEM AT UNIVERSITY OF JUDISM. INSTALL SMOKE, HEATS, DUCTS & STROBES. - Permit Finaled on 2/4/2004
- PCIS 08041-10000-15314 - Electrical - NEW FIRE WARNING SYSTEM AT THE AMERICAN JEWISH UNIVERSITY - Permit Finaled on 12/12/2012
- PCIS 01043-30000-03099 - Fire Sprinkler - INSTALL 6" DIA. UNDERGROUND PIPING FOR FIRE PROTECTION. RELOCATE ONE PRIVATE FIRE HYDRANT. - Permit Finaled on 2/25/2003
- PCIS 03043-10000-00154 - Fire Sprinkler- SPRINKLER SYSTEM FOR A NEW BUILDING. 6 INCH FIRE PROTECTION SERVICE LINE. 6 INCH DOUBLE CHECK VALVE AND 6 INCH WATER METER. ORIGINAL CIVIL SITE PLANS APPROVED UNDER APPLICATION NUMBER 01043-30000-03099, WLACC. - Permit Closed on 12/12/2011

- PCIS 08043-10000-00837 - Fire Sprinkler - T. I. Existing building retro fit. 3 stories commercial building. 972 new fire sprinkler heads. 4 calculated areas. - Permit Closed on 12/12/2011
- PCIS 08043-10004-00837 - Fire Sprinkler - Plan check only for revisions made to routing of pipe throughout building and added sprinklers in new rooms and areas where walls were repartitioned. Revised head legend - Permit Closed on 12/12/2011
- PCIS 12043-10000-01290 - MODIFY APPROVED PLANS. CHANGE 139 HEADS IN OFFICE SPACE AND LIBRARY. SEE COMMENTS. - Permit Finaled on 12/10/2012

2.3. EXISTING INFRASTRUCTURE

2.3.1. FIRE WATER SERVICE METER

The project site is within LADWP's Western District. According to LADWP's records, the Project Site is currently served by a 6-inch Fire Service (FS) meter installed on the West side of Casiano Road, approximately 467-feet South of South Mulholland Drive.

2.3.2. FIRE WATER APPURTENANCES

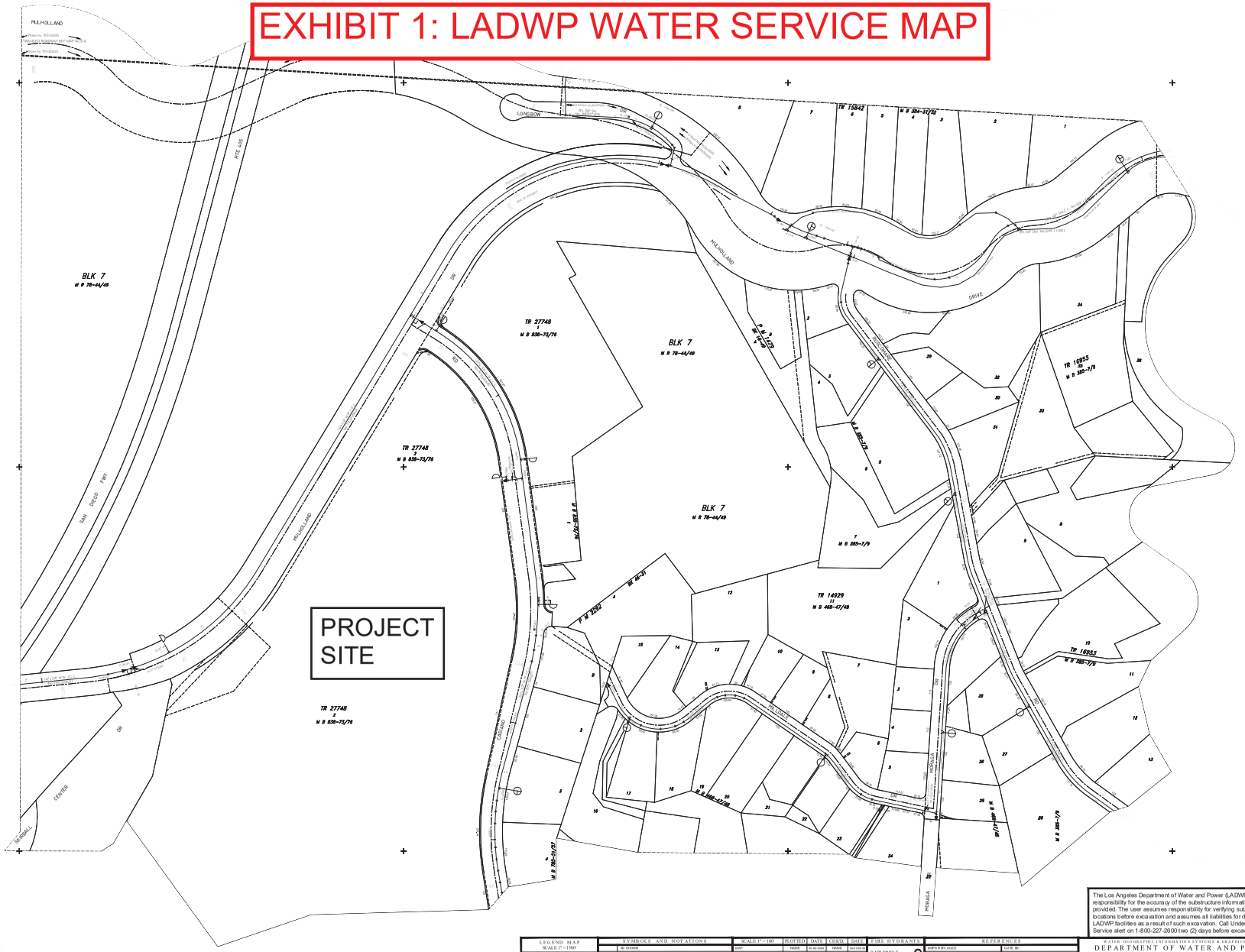
Based on a limited site inspection, a Post Indicator Valve (PIV) and Fire Department Connection (FDC) are located on the North East side of the main campus building, with access from the sidewalk along Casiano Road, approximately 250-feet South of South Mulholland Drive.

APPENDIX

FIGURE 1

160-144

EXHIBIT 1: LADWP WATER SERVICE MAP



The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Service alert on 1-800-227-2600 two (2) days before excavating.

LEGEND MAP
SCALE 1" = 1500'

SYMBOLS AND NOTATIONS

SCALE 1" = 100'	PLOTTED	DATE	CHKD	DATE
MAP	NAME	mm-dd-yyyy	NAME	mm-dd-yyyy
CONVERTED MAINS	NAME	mm-dd-yyyy	NAME	mm-dd-yyyy
CONVERTED SERVICES	JLLO	01-30-2018	NAME	mm-dd-yyyy
MISC	NAME	mm-dd-yyyy	NAME	mm-dd-yyyy
APPROVED				

FIRE HYDRANTS
- 2 1/2" SINGLE
- 2 1/2" S. BUILT UP
- 2 1/2" DOUBLE
- 4" SINGLE
- 4" S. BUILT UP
- 4" DOUBLE
- 2 1/2" x 4" DOUBLE

REFERENCES

MAPS REPLACED	DATE
800 DS	00-00-00

DATUM: N.A.9.83, ZONE 5, LEVELS: U.S.G.S.
LANDBASE: 00-00-00

WATER GEOGRAPHIC INFORMATION SYSTEMS & GRAPHICS GROUP
DEPARTMENT OF WATER AND POWER
CITY OF LOS ANGELES

WATER SERVICE MAP

SERVICE ZONE ELEVATION
1625
1564
1504
1443

DISTRICT: WESTERN

158-144

E.E.417.8/16

WaterGIS

Questions or Comments, contact: WaterGIS Group, Rm. 1439, JFB

6/27/2019 7:33:48 AM, sdumau

EXHIBIT 2: IFFAR

City of Los Angeles

Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W158-144

LAFD Fire Flow Requirement: 4,000 GPM FROM 4 HYDRANTS

LAFD Signature:

Date Signed:

Applicant: SCOTT RALSTON

Company Name: KPFF CONSULTING ENGINEERS

Address: 700 SOUTH FLOWER SUITE 2100

Telephone: 213-418-0201

Email Address: scott.ralston@kpff.com

	F- 41217	F- 42275	F- 41218
Location:	E/S CASIANO RD, S/S MULHOLLAND DR	W/S CASIANO RD, S/O MULHOLLAND DR	N/S STEPHEN WISE DR, E/S CASIANO RD
Distance from Neareast Pipe Location (feet):	35'	36'	40'
Hydrant Size:	2 1/2 S BU	2 1/2 S BU	2 1/2 S BU
Water Main Size (in):	20"	20"	20"
Static Pressure (psi):	200/139psi	186/125psi	174/113psi
Residual Pressure (psi):	104psi	93psi	83psi
Flow at 20 psi (gpm):	1000gpm	1000gpm	1000gpm

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. w20250917021

Site address: 15600 Mulholland Drive, LA, CA 90077

Request is related to modifications to a CUP, not new construction. See additional page for 4th hydrant info. Please also see attached map which shows 3 additional hydrants in the area. Please use those if needed to achieve required flow.

Water Purveyor: **Los Angeles Department of Water & Power** *Date:*

Signtature: Janna C Habbaz *Title:* Water Distribution-Western District CEA II

$282.00

Requests must be made by submitting this completed application, along with a $245.00 check payable to:

"Los Angeles Department of Water and Power", and mailed to:

Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hope Street - Room 1425
Los Angeles, CA 90012

RECEIVED/WDE
SEP 15 2025

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

FIGURE 2

City of Los Angeles

Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W158-144

LAFD Fire Flow Requirement: 4,000 GPM FROM 4 HYDRANTS

LAFD Signature:

Date Signed:

Applicant: SCOTT RALSTON

Company Name: KPFF CONSULTING ENGINEERS

Address: 700 SOUTH FLOWER SUITE 2100

Telephone: 213-418-0201

Email Address: scott.ralston@kpff.com

	F- 41361	F-	F-
Location:	E/S CASIANO RD, N/O CASIANO CT		
Distance from Neareast Pipe Location (feet):	49'		
Hydrant Size:	2 1/2 X 4D		
Water Main Size (in):	20"		
Static Pressure (psi):	161/101psi		
Residual Pressure (psi):	63psi		
Flow at 20 psi (gpm):	1000gpm		

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks: ECMR No. w20250917021

Sheet 2 of 2

Water Purveyor: **Los Angeles Department of Water & Power** *Date:*

Signtature: Janna C Habbaz *Title:* Water Distribution-Western District CEA II

$282.00

Requests must be made by submitting this completed application, along with a ~~$245.00~~ check payable to:

"Los Angeles Department of Water and Power", and mailed to:

Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hope Street - Room 1425
Los Angeles, CA 90012

RECEIVED/WDE
SEP 15 2025

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

FIGURE 2

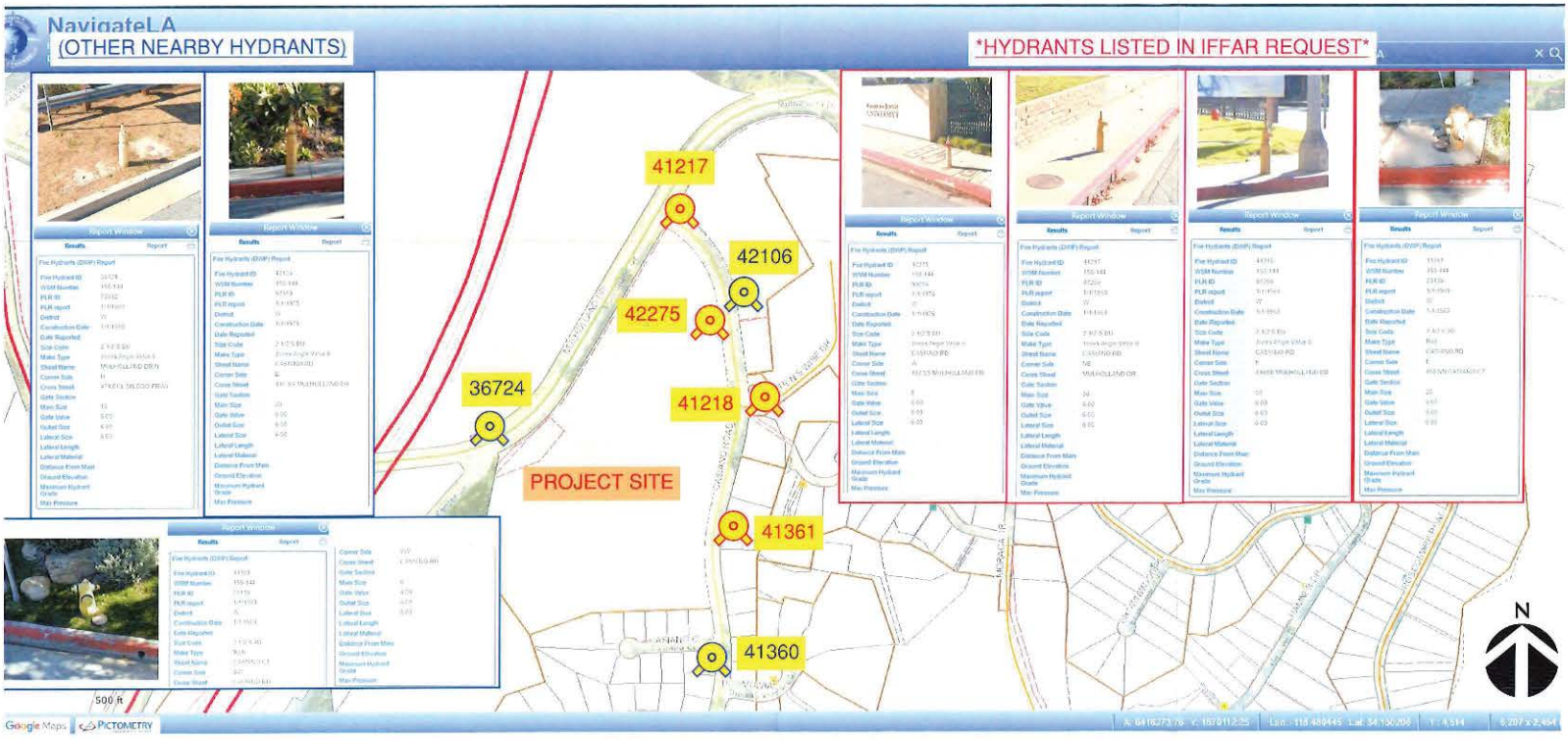

NavigateLA
(OTHER NEARBY HYDRANTS)
HYDRANTS LISTED IN IFFAR REQUEST
41217
42106
42275
36724
41218
PROJECT SITE
41361
41360
N
500 ft
Google Maps
PICTOMETRY

Exhibit D- Department Letters

REFERRAL FORM

TRANSPORTATION STUDY ASSESSMENT
Department of Transportation

PURPOSE

The Department of Transportation (LADOT) Referral Form (hereafter referred to as Referral Form) serves as an initial assessment to determine whether a project requires a Transportation Assessment. A Planning case must be filed with Los Angeles City Planning prior to submitting this Referral Form to LADOT.

GENERAL INFORMATION

- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a Transportation Specific Plan area may be required to pay a traffic impact assessment fee, regardless of the need to prepare a Transportation Assessment.
- Pursuant to LAMC Section 19.15 of Chapter 1 or LAMC Section 15.9.2. of Chapter 1A, as applicable, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Vehicle Miles Traveled (VMT), VMT Calculator, and VMT Calculator User Guide can be found at http://ladot.lacity.org.
- A transportation study is not needed for the following project applications:
  - Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvements within an existing shopping center for change of tenants
  - Any project only installing a parking lot or parking structure
  - Time extension
  - Single-family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SUBMITTAL REQUIREMENTS

When submitting this Referral Form to LADOT, complete and include a copy of the documents listed below:

- ☒ City Planning Application (CP13-7771.1)
- ☒ A fully dimensioned Site Plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation
- ☐ If filing for purposes of Project Review, the Project Review Supplemental Application (CP13-2150)
- ☒ Project-specific VMT Calculator analysis results
- ☐ Route this Referral Form for processing to the appropriate LADOT Development Services Office as follows (see this map for geographical reference):

LADOT DEVELOPMENT SERVICES DIVISION OFFICES

Central	West LA	Valley
100 S. Main St, 9th Floor Los Angeles, CA 90012 ladot.devreview.cen@lacity.org	7166 W. Manchester Blvd Los Angeles, CA 90045 ladot.devreview.wla@lacity.org	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401 ladot.devreview.sfv@lacity.org

THIS SECTION TO BE COMPLETED BY APPLICANT

PROJECT INFORMATION

Case Number: CPC-2025-3449-CU3-SPPC-DRB-MSP

Address: 2785, 2791, 2845 N. Casiano Rd (commonly known as 15600 Mulholland Dr.)

Project Description: See attached transportation memo

Seeking Existing Use Credit (will be calculated by LADOT): ☒ **YES** ☐ **NO** ☐ **UNSURE**

Applicant Name: Milken Community School c/o Tarryn Breskal

Email: tbreskal@milkenschool.org

Phone: (310) 440-3500

PROJECT REFERRAL TABLE

	Land Use (list all)	Size/Unit	Daily Trips[1]
Proposed[1]	Private High School	900 students	
	Total Trips[1]:		1,929 *

* The Project would generate -123 net new daily trips. See Appendix A of attached transportation memo for details.

THIS SECTION TO BE COMPLETED BY PLANNING STAFF ONLY

Planning Staff Name: _____

Phone: _____

Signature: _____ **Date:** _____

a. Does the proposed project involve a discretionary action? ☐ **YES** ☐ **NO**

b. Would the proposed project generate 250 or more daily vehicle trips[2]? ☐ **YES** ☐ **NO**

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? ☐ **YES** ☐ **NO**

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

1 Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's TAG.

2 To calculate the project's total daily trips, use the VMT Calculator. Under "Project Information", enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT TAG (available on the LADOT website).

3 Relevant transit lines include Metro A, B, C, D, E, G, J, and K line stations, and Metrolink stations.

THIS SECTION TO BE COMPLETED BY LADOT

PROJECT COMPONENTS

	Land Use (list all)	Size/Unit	Daily Trips
Proposed	School - Private School (K-12)	900 Students	
		Total Trips:	1,929
Existing	School - University	800 Students	
	School - Private School (K-12)	400 Students	
		Total Trips:	2,052
		Net Increase / Decrease (+ or -)	-123

a. Is the project a single retail use that is less than 50,000 square feet? ☐ **YES** ☒ **NO**

b. Would the project generate a net increase of 250 or more daily vehicle trips? ☐ **YES** ☒ **NO**

c. Would the project generate a net increase of 500 or more daily vehicle trips, as determined by the ITE Trip Generation Manual, 11th Edition? ☐ **YES** ☒ **NO**

d. Would the project result in a net increase in daily VMT? ☐ **YES** ☒ **NO**

e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? ☐ **YES** ☒ **NO**

f. Does the project trigger Project Review (LAMC Section 16.05 of Chapter 1 or LAMC Section 4C.14.1.C. (Development Review Threshold Packages) of Chapter 1A, depending on a property's applied zoning)? ☐ **YES** ☒ **NO**

g. Project size:

   i. Would the project generate a net increase of 1,000 or more daily vehicle trips? ☐ **YES** ☒ **NO**

ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? ☐ **YES** ☒ **NO**

iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? ☐ **YES** ☒ **NO**

VMT ANALYSIS (CEQA REVIEW)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

ACCESS, SAFETY, AND CIRCULATION ASSESSMENT (CORRECTIVE CONDITIONS)

If **YES** to **c.**, a Vehicle Safety and Access Evaluation may be required.

If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, a Pedestrian, Bicycle, and Transit Access Assessment may be required.

LADOT COMMENTS:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's TAG.

LADOT ASSESSMENT QUESTIONS

Specific Plan with Trip Fee or TDM Requirements: ☐ **YES** ☒ **NO**

Fee Calculation Estimate: N/A

VMT Analysis Required: ☐ **YES** ☒ **NO**

Vehicle Safety and Access Evaluation: ☐ **YES** ☒ **NO**

Pedestrian, Bicycle, and Transit Access Assessment: ☐ **YES** ☒ **NO**

Prepared by DOT Staff Name: Richard Woo **Phone:** (213) 485-1062

Signature: Richard Woo Digitally signed by Richard Woo Date: 2026.02.20 21:36:08 -08'00' **Date:** 2/20/2026

Da FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

15600 W. Mulholland Dr
DOT Case No. OtherWLA26-60899

Date: March 31, 2026

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: Eduardo Hermoso, Transportation Engineer
Department of Transportation

Subject: **TRIP GENERATION, VMT SCREENING, AND VEHICLE QUEUEING ASSESSMENT FOR THE PROPOSED PRIVATE HIGH SCHOOL PROJECT LOCATED AT 15600 WEST MULHOLLAND DRIVE.**

The Department of Transportation (DOT) has completed its review of the technical study prepared by Gibson Transportation Consulting, Inc., dated March 17, 2026, for the proposed change of use project from a private university to a private high school, which includes an increase in student enrollment from 540 to a maximum enrollment of 900 students. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

After completing a review of the pertinent data provided in the VMT project screening, trip generation and queueing assessment, DOT confirms its concurrence with the conclusion of the analysis that the project would not require any further CEQA analysis because the forecast of new daily vehicle trips does not exceed the daily trip threshold of 250 net daily trips established as the screening criteria in the TAG (the transportation impacts related to VMT would also be presumed to be less than significant), and the Project will not cause any significant vehicle queues to spill onto the street adjacent to the project (Casiano Rd.).

DISCUSSIONS AND FINDINGS

A. Project Description

The project proposes the change of use from a private university to a private high school with an increase to student enrollment from 540 high school students to 900 high school students. 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. The 540 high school student component of an existing private school, Milken Community School, will be relocated to the Project site to create the Milken Community School East Campus. The Project will continue to provide a total of four parking areas with a total of approximately 396 parking spaces that will serve faculty/staff, students, and visitors. Vehicular access will be maintained via four existing driveways (Gates 1–4) along Casiano Road. Gate 1 will operate as ingress-only for student drop-off and pick-up activities, while Gates 2–4 will accommodate ingress and egress operation, with Gate 3 designated for primary bus loading and unloading. The project is expected to be completed prior to the start of the 2026-2027 school year (i.e., August 2026). A copy of the site plan (*Figure 1*) is provided as **Attachment A**.

B. Trip Generation

The trip generation estimates were based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, 2025. The estimated number of trips generated by the existing and maximum high school enrollment account for all trips generated to the site, including drop-off/pick-up trips. The Project is estimated to generate a net increase of approximately 505 vehicle trips (297 inbound trips and 208 outbound trips) in the commuter/school a.m. peak hour, a net increase of approximately 306 vehicle trips (119 inbound trips and 187 outbound trips) in the school p.m. peak hour, and a net increase of approximately 145 vehicle trips (57 inbound trips and 88 outbound trips) in the commuter p.m. peak hour. A copy of the trip generation estimates (*Table 1*) is provided as **Attachment B**.

C. Project VMT Analysis Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the Project would exceed the 250 daily vehicle trips (DVT) screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the Project's surroundings, it was estimated that the Project would generate a net decrease of 123 daily trips, which **does not** exceed the net 250 daily vehicle trips threshold. 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.

LADOT concurs with the conclusion of the transportation assessment that the Project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT **will not** require the preparation of a traffic impact analysis for this project. The VMT calculator Version 1.5, was the latest available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment C**.

D. Site Access, Circulation and Onsite Vehicle Queuing Analysis (Proposed Student Drop-Off/Pick-Up Operations)

Vehicular access to the parking areas will be provided via four existing driveways (Gates 1 through 4) along the west side of Casiano Road. Gate 1 will provide ingress-only access to a parking area that will serve as the primary vehicular drop-off and pick-up location for students. Gates 2 through 4 will provide ingress and egress access to their respective parking areas, with Gate 3's parking area serving as the primary bus drop-off and pick-up location for students. On egress operation, Gates 2 through 4 would be subject to right-turn restrictions. A No Right-Turn restriction sign will be installed and maintained by the applicant at those driveway locations. This measure would limit outbound vehicles to left-turn movements, intended to minimize traffic entering the adjacent residential neighboring community.

Vehicles arriving for student drop-off or pick-up will make a right-turn into the parking area serviced by Gate 1 from Casiano Road, and proceed to the designated on-site loading area, where traffic control monitors will be situated at the loading area to manage traffic flow during drop-off and pick-up operations. It is anticipated that School employees and staff would arrive prior to student drop-off and depart after student pick-up and, therefore, the employee/staff vehicles would not conflict with student loading operations.

As shown in the aerial view (*Attachment B*) provided as **Attachment D** to this report, the student pick-up/drop-off loading area provides two lanes and is approximately 325 feet. Assuming an average length of 22 feet per queued vehicle (19 feet for the vehicle plus an additional three feet between queued vehicles), the onsite drop-off/pick-up area can accommodate approximately 25 vehicles queued within the site: 16 vehicles in designated drop-off/pick-up loading spaces and nine (9) vehicles in the onsite queue leading to the designated drop-off/pick-up zone. Security gates at the driveway (Gate 1) would remain open during student drop-off and pick-up to streamline loading operations. Upon completing student drop-off/pick-up, vehicles will be guided to exit campus grounds through Gate 2. Egress at Gate 2 will only allow left-turn movements.

As indicated by the estimated trip generation in *Table 1*, the Project is forecasted to generate a total of 297 inbound trips and 208 outbound trips during the weekday AM peak hour. While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 208 outbound trips during the weekday AM peak hour would correlate with at least 208 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the weekday AM peak hour are likely due to administrative staff, visitors, etc. Therefore, for this queuing analysis, it has been assumed that 208 vehicles would utilize the onsite vehicle queue area as part of the student drop-off operations.

A queuing analysis was conducted using a Poisson Distribution to evaluate vehicle arrivals at the primary ingress driveway (Gate 1). The analysis estimated projected queue lengths and the storage capacity required to accommodate peak conditions during the morning drop-off and afternoon pick-up periods. For a conservative assessment, it was assumed that 100% of student drop-offs occur within the 30 minutes prior to the start of class, and 100% of student pick-ups occur within the 30 minutes following dismissal. The queue analysis summaries are provided in *Table 3* as **Attachment E**. The expected average onsite queue is approximately 6.9 veh/min for the AM drop-off period and 4.0 veh/min for the PM pick-up period, with a service rate of 16 veh/min and 10.7 veh/min respectively. The maximum onsite vehicle queueing spaces required are two (2) for the AM drop-off period and one (1) for the PM pick-up period. As previously noted, the Project can accommodate nine (9) vehicles in the onsite queue, which can readily accommodate the forecast queue. Accordingly, Project-related trips are not expected to queue onto Casiano Road. Therefore, it is concluded that the planned onsite vehicle queuing area can adequately accommodate the forecast peak queues of the Project. Furthermore, vehicle queuing will not have an adverse effect on public safety at the Project's driveways due to the Project-related trips not being expected to queue onto Casiano Road.

PROJECT REQUIREMENTS

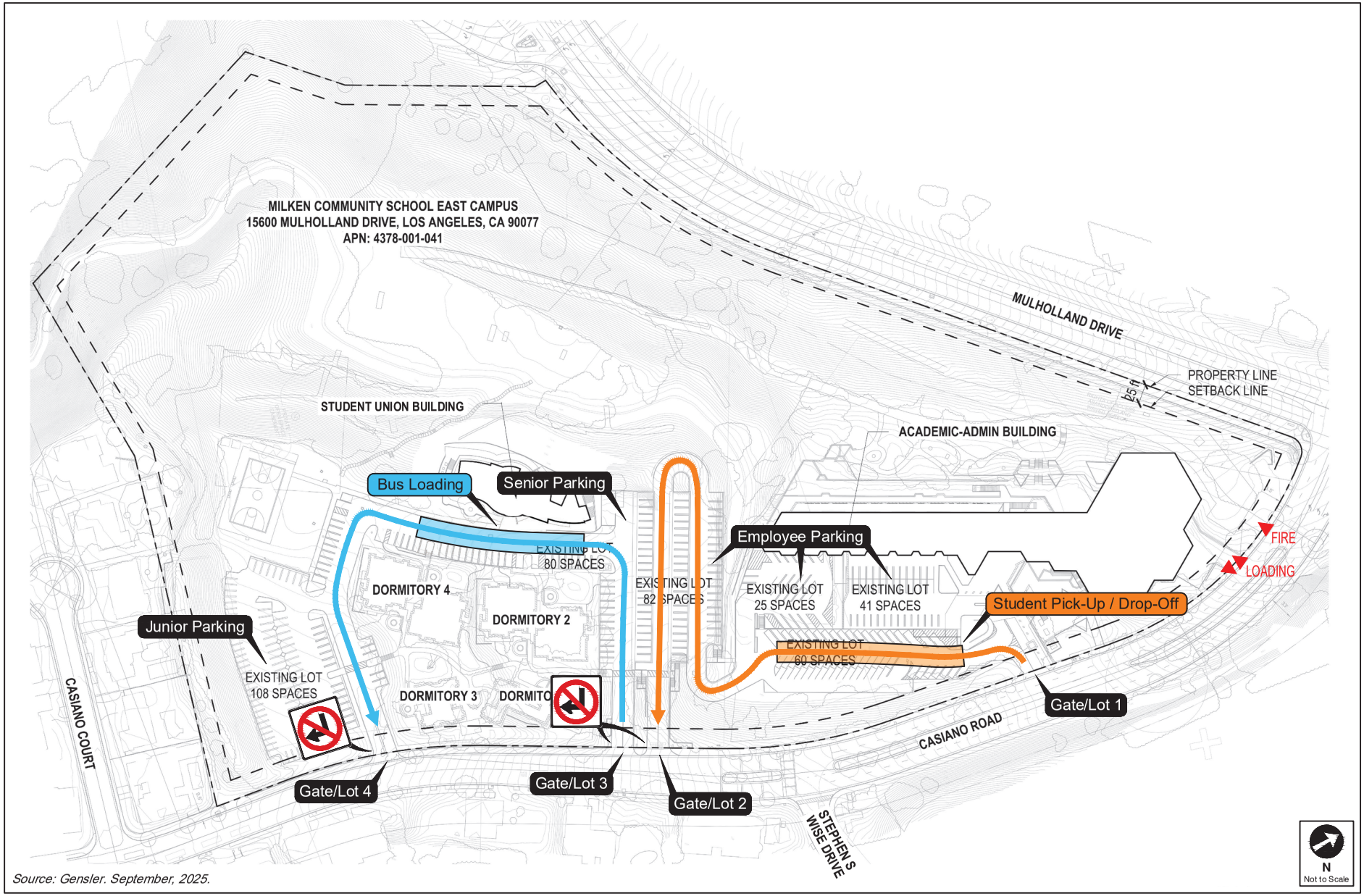
1. Driveway Access and Circulation

Although the existing Project site plan illustrated in **Attachment A** is acceptable to DOT, the review of this assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and final approval during the Department of Building and Safety building permit clearance process, and should be coordinated with DOT's West LA Development Review Section (7166 W. Manchester Avenue, Room #11 by telephone at 213-485-1062 or by email at ladot.devreview.wla@lacity.org). The applicant should also check with City Planning regarding the locations of the existing driveways and design.

2. Development Review Fees
Section 19.15 of the LAMC identifies specific Development Review fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eder Romero or myself at (213) 485-1062.

c: Kristen Torres Pawling, Charles Turner, Council District No. 5
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Sarah Drobis, Emily Wong, Rebecca Avanesian, Gibson Transportation Consulting, Inc.



Source: Gensler. September, 2025.

EXISTING SITE PLAN

FIGURE 1

Attachment "B"

TABLE 1

PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Rate	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	59%	41%	0.66	39%	61%	0.40	39%	61%	0.19
Trip Generation Estimates											
Relocated Upper School Enrollment	534	540 students	210	146	356	84	132	216	40	63	103
Proposed Enrollment Increase	534	360 students	140	98	238	56	88	144	27	41	68
TDM Program Reduction		*15%*	*(53)*	*(36)*	*(89)*	*(21)*	*(33)*	*(54)*	*(10)*	*(16)*	*(26)*
Net Trip Generation with TDM Program			**297**	**208**	**505**	**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.

Attachment "C"

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

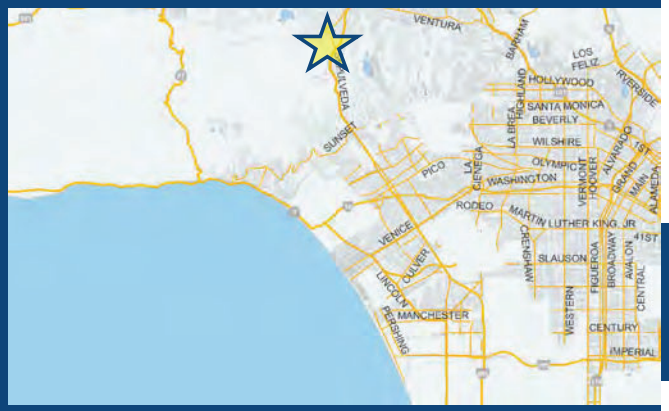
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

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. ☐

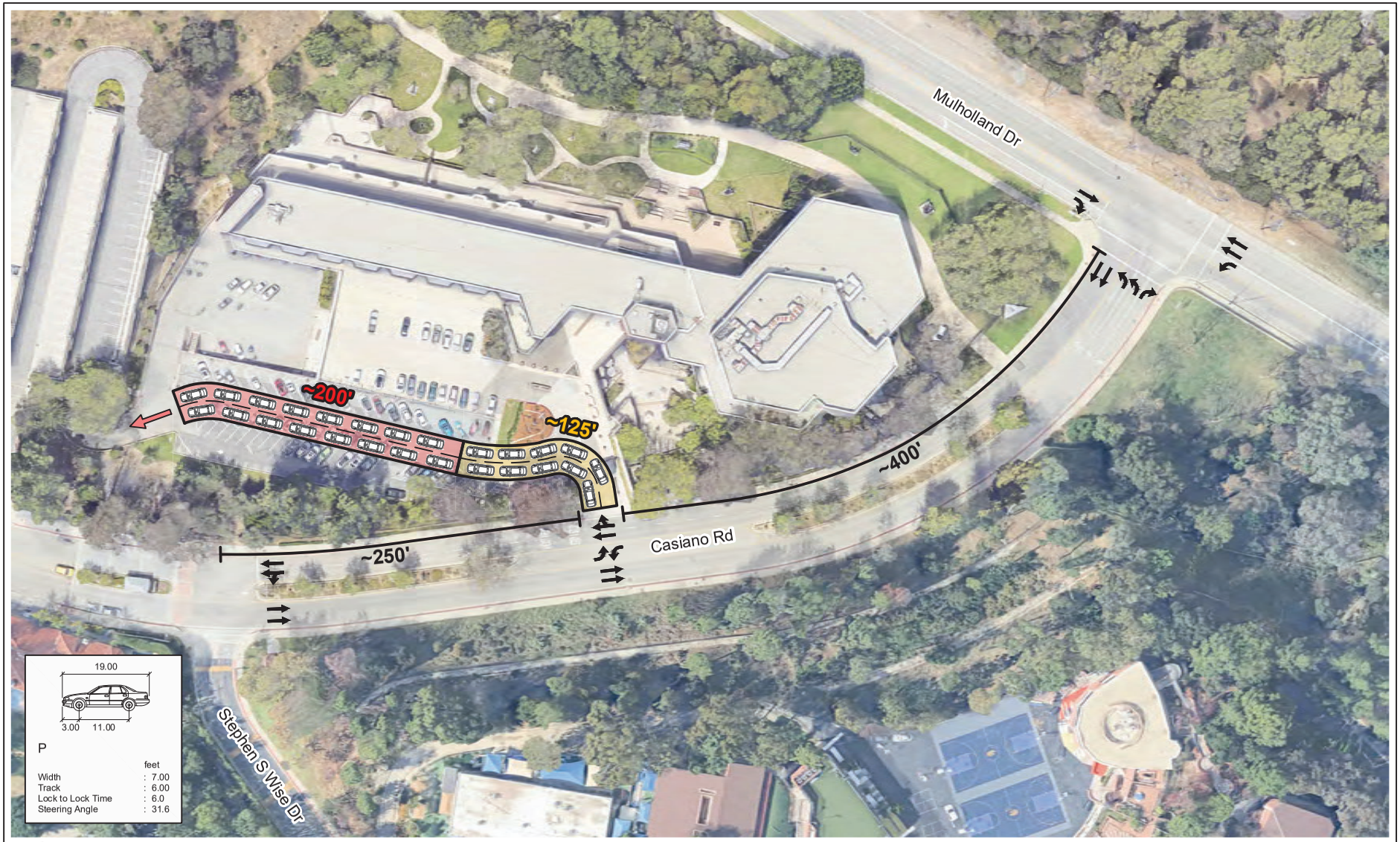
Tier 2 Screening Criteria

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.



EAST CAMPUS STUDENT PICK-UP / DROP-OFF

ATTACHMENT B

Attachment "E"

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	208 veh	100%	208 veh	30 min	6.9 veh/min	25 sp	60 sec/veh	16 sp	16.0 veh/min	0.43	2 veh	YES
Afternoon Pick-Up												
2:30 - 3:00 PM	119 veh	100%	119 veh	30 min	4.0 veh/min	25 sp	90 sec/veh	16 sp	10.7 veh/min	0.37	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 vehicles arriving for student pick-up. The hourly pick-up/drop-off vehicles represents the total vehicles for the School with a 900-student enrollment.

[b] For the purposes of providing a conservative analysis, it was assumed that 100% of the morning drop-offs occur during the peak period and 100% of the afternoon pick-ups occur during each peak period.

[c] The number of trips during the morning drop-off peak period represents 100% of the hourly drop-off vehicles and the number of trips during each afternoon pick-up peak period represents 100% 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 16 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), as provided in Attachment B. Total Reservoir Needs represents the total number of vehicle queuing spaces needed behind the active loading spaces.

[l] A total of 9 spaces are provided for on-site vehicle queuing, behind those used for loading and unloading, within the parking area.

Exhibit E- Public Comments

Tiffany Corrales <tiffany.corrales@lacity.org>

CPC-2025-3449-CU3-SPPC-DRB-MSP / ENV-2025-3450-CE

9 messages

Alina Vartany <alina@vartany.com> Thu, Jan 29, 2026 at 10:17 PM
To: "tiffany.corrales@lacity.org" <tiffany.corrales@lacity.org>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Ameet Keny <ameetkeny@hotmail.com>

RE:
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 Ms. Corrales,

I hope you are well. I am a homeowner who lives in close proximity to the project site associated with case numbers **CPC-2025-3449-CU3-SPPC-DRB-MSP** and **ENV-2025-3450-CE**, and I am writing to inquire whether there have been any recent updates to this application.

As a nearby resident, I am very interested in learning more about the scope and status of the project. I would also appreciate it if you could please add me to any email lists or notification distributions related to this case so I may stay informed as it moves forward.

Additionally, could you let me know when this case is anticipated to be heard by the City, and what opportunities exist for community members to submit letters in opposition or otherwise voice concerns regarding the CUP applications? I would be grateful for guidance on the appropriate process and deadlines.

Lastly, if you are not the correct point of contact for these questions, I would appreciate it if you could kindly direct me to the appropriate staff member.

Thank you very much for your time and assistance.

Best regards,
Alina Vartany
2583 Casiano Road
(818) 635-2875

Alina Vartany <alina@vartany.com> Mon, Feb 2, 2026 at 6:18 PM
To: "tiffany.corrales@lacity.org" <tiffany.corrales@lacity.org>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Ameet Keny <ameetkeny@hotmail.com>

Good evening Ms. Corrales,

Can you please kindly confirm that you have received the attached email? If you are the person, we need to contact regarding case numbers **CPC-2025-3449-CU3-SPPC-DRB-MSP** and **ENV-2025-3450-CE.** If not, can you please provide us with whom we need to contact?

Thank you in advance for your assistance.
Alina Vartany
[Quoted text hidden]

Beth Gal <bethgal33@gmail.com> Mon, Feb 2, 2026 at 9:59 PM
To: Alina Vartany <alina@vartany.com>
Cc: tiffany.corrales@lacity.org, Mona Cohen Shargani <monashargani@gmail.com>, Keny Ameet <ameetkeny@hotmail.com>

Can we call Rob's office and ask them to research this for us? I feel that their meeting will happen earlier than they alluded to in the council meeting. Mona, can you call?
Sent from my iPhone

> On Feb 2, 2026, at 6:18 PM, Alina Vartany <alina@vartany.com> wrote:
>
> Good evening Ms. Corrales,
> [Quoted text hidden]

Mona Shargani <monashargani@gmail.com> Tue, Feb 3, 2026 at 6:03 AM
To: Beth Gal <bethgal33@gmail.com>
Cc: Alina Vartany <alina@vartany.com>, tiffany.corrales@lacity.org, Keny Ameet <ameetkeny@hotmail.com>

Yes I will follow up and agree.

Mona Cohen
Coldwell Banker- Brentwood
Direct: 310-466-6675
BRE#: 01363251
"Don't wait to buy real estate. Buy real estate & wait."

> On Feb 2, 2026, at 10:00 PM, Beth Gal <bethgal33@gmail.com> wrote:
>
> Can we call Rob's office and ask them to research this for us? I feel that their meeting will happen earlier than they alluded to in the council meeting. Mona, can you call?
> [Quoted text hidden]

Beth Gal <bethgal33@gmail.com> Tue, Feb 3, 2026 at 7:23 AM
To: Mona Shargani <monashargani@gmail.com>
Cc: Alina Vartany <alina@vartany.com>, tiffany.corrales@lacity.org, Keny Ameet <ameetkeny@hotmail.com>

Thank you!
Sent from my iPhone

> On Feb 3, 2026, at 6:04 AM, Mona Shargani <monashargani@gmail.com> wrote:
>
> Yes I will follow up and agree.
> [Quoted text hidden]

Tiffany Corrales <tiffany.corrales@lacity.org> Tue, Feb 3, 2026 at 9:37 AM
To: Renata Ooms <renata.ooms@lacity.org>



Tiffany Corrales
Pronouns: She, Her
Planning Assistant
Valley Project Planning Division
Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430
Los Angeles, CA 91401

T: (818) 374-9914 | Planning4LA.org



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Tiffany Corrales <tiffany.corrales@lacity.org> Tue, Feb 3, 2026 at 9:51 AM
To: Alina Vartany <alina@vartany.com>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Ameet Keny <ameetkeny@hotmail.com>, Mulholland Specific Plan <planning.mulhollandspinfo@lacity.org>

Hi Alina,

Apologies for the late reply. I will add you, and all attached in the email, to the interested parties list for this case. We are currently looking at a tentative hearing date of April 23 and you will be notified when it is confirmed. Based on our most recent discussion with the applicant, we are anticipating that there is no exterior work proposed, only interior. I have attached the updated City Planning Application and Mulholland Supplemental Application to this email and can send the updated plans when I receive them, as I am still waiting on those. We are always accepting written comments. You can submit letters to me at any time, which will be included in the case file and will be presented to the decision maker.

Thank you,
Tiffany

LOS ANGELES CITY PLANNING

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2 attachments

01 Planning application - 2026-01.pdf
6801K

CP13-3620 Mulholland Supplemental App - 2026-01.pdf
2593K

Alina Vartany <alina@vartany.com> Tue, Feb 3, 2026 at 10:15 AM
To: Tiffany Corrales <tiffany.corrales@lacity.org>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Keny Ameet <ameetkeny@hotmail.com>, Specific Plan Mulholland <planning.mulhollandspinfo@lacity.org>

Thank you so much Ms. Corrales for your reply and adding us to the interested parties list. We will work on our letters and send them to your attention. Is there anyone else we need to include in our correspondence with you and the City?

Alina

> On Feb 3, 2026, at 9:52 AM, Tiffany Corrales <tiffany.corrales@lacity.org> wrote:
>
> Hi Alina,
>
> Apologies for the late reply. I will add you, and all attached in the email, to the interested parties list for this

case. We are currently looking at a tentative hearing date of April 23 and you will be notified when it is confirmed. Based on our most recent discussion with the applicant, we are anticipating that there is no exterior work proposed, only interior. I have attached the updated City Planning Application and Mulholland Supplemental Application to this email and can send the updated plans when I receive them, as I am still waiting on those. We are always accepting written comments. You can submit letters to me at any time, which will be included in the case file and will be presented to the decision maker.

Thank you,
Tiffany

[https://lh3.googleusercontent.com/Va5aIkvUj-g-uSr_NCRVbu2iWtAzON-wXQCi8GlGmXak5II48B7pFGa4WzotRjHa2LwDc_o-Ty7o_3GXeJi09AJBSQQS3mssFS8S7ufnUzrYfHXl9ompKeoLeKuv8R6K0kY8ayZZ=s0]<https://planning4la.org/>

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2 attachments

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6801K

CP13-3620 Mulholland Supplemental App - 2026-01.pdf
2593K

Tiffany Corrales <tiffany.corrales@lacity.org> Tue, Feb 3, 2026 at 12:08 PM
To: Alina Vartany <alina@vartany.com>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Keny Ameet <ameetkeny@hotmail.com>, Specific Plan Mulholland <planning.mulhollandspinfo@lacity.org>

Hi Alina,

I have attached another form provided by the applicant that provides more project information. Please include planning.mulhollandspinfo@lacity.org in all emails.

Thank you,
Tiffany

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03 Milken_Plan Approval Specialized Questions Form_rev 061725.pdf
311K

Tiffany Corrales <tiffany.corrales@lacity.org>

CPC-2025-3449-CU3-SPPC-DRB-MSP / ENV-2025-3450-CE

Alina Vartany <alina@vartany.com> Mon, Feb 23, 2026 at 11:22 AM
To: Tiffany Corrales <tiffany.corrales@lacity.org>
Cc: Mona Cohen Shargani <monashargani@gmail.com>, Beth Gal <bethgal33@gmail.com>, Keny Ameet <ameetkeny@hotmail.com>, Specific Plan Mulholland <planning.mulhollandspinfo@lacity.org>

Good morning Ms Corrales,

I hope you are well.

I asked this in my last email but we are still waiting to hear back from you. As a nearby homeowner regarding the pending Conditional Use Permit application for the subject property, it has come to my attention that interior construction work is currently underway at the site. I would appreciate clarification on the following:

1. Has the City issued any building permits for interior work at the property?
2. If so, what is the approved scope of that work?
3. Is any interior construction permitted prior to approval of the pending CUP?
4. Has the Planning Department determined that the current work is fully within the scope of the site's existing entitlements and does not implement or pre-commit to the proposed CUP changes?

Given that the CUP has not yet been approved, I want to better understand whether any ongoing work is strictly ministerial and unrelated to the proposed expansion.

I would appreciate any clarification you can provide.

Thank you for your time and assistance.

Sincerely,

Alina Vartany

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Tiffany Corrales <tiffany.corrales@lacity.org>

Case CPC-2025-3449-CU3-SPPC-DRB-MSP

4 messages

Eileen Zuniga <evzuniga1@gmail.com> Mon, Jan 26, 2026 at 10:12 AM
To: tiffany.corrales@lacity.org

Hi Tiffany,

I hope you had a nice weekend. My name is Eileen Zuniga and I wanted to know if you would be available to discuss case CPC-2025-3449-CU3-SPPC-DRB-MSP at the property address of 2785 N Casiano Road.

I currently live in the neighborhood where this project is slated and I just had a few questions about the project. I would be extremely appreciative if we could meet in person to chat? I promise I will not take up too much of your time.

Thank you so much,
Eileen
(415) 516-4494

Eileen Zuniga <evzuniga1@gmail.com> Thu, Jan 29, 2026 at 8:00 AM
To: tiffany.corrales@lacity.org

Hi Tiffany,

Just following up on this. Our neighborhood council and others are making potentially uninformed decisions because of information being circulated and also used in applications for permits to the city.

I have just a few quick questions I won't take up too much of your time.

Thanks,
Eileen
Sent from my iPhone

> On Jan 26, 2026, at 10:12 AM, Eileen Zuniga <evzuniga1@gmail.com> wrote:
>
>
[Quoted text hidden]

Tiffany Corrales <tiffany.corrales@lacity.org> Tue, Feb 3, 2026 at 9:37 AM
To: Renata Ooms <renata.ooms@lacity.org>

Tiffany Corrales
Pronouns: She, Her
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Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430
Los Angeles, CA 91401
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E-NEWS

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Tiffany Corrales <tiffany.corrales@lacity.org> Tue, Feb 3, 2026 at 12:25 PM
To: Eileen Zuniga <evzuniga1@gmail.com>
Cc: Mulholland Specific Plan <planning.mulhollandspinfo@lacity.org>

Hello Ms. Zuniga,

The applicant's proposal is to re-purpose the AJU campus and buildings as a high school campus (Milken Community School). This proposal requires approval from the City Planning Commission for a Conditional Use to operate a high school at this site.

I have attached the applicant's revised Planning Application documents. Currently, the applicant is proposing interior renovations only (no exterior work). The applicant is currently working on revised plans to reflect this scope of work.

We do not hold in person meetings other than public hearings. No hearings have been scheduled yet. We anticipate a hearing may be scheduled for April. I will add you to the interested parties list so you will be notified of hearings.

You may submit written comments to me which will be included in the case file and presented to the Decision Maker (The City Planning Commission). Please include planning.mulhollandspinfo@lacity.org in all emails.

Sincerely,
Tiffany

Tiffany Corrales
Pronouns: She, Her
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E-NEWS

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3 attachments

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2593K

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311K

Tiffany Corrales <tiffany.corrales@lacity.org>

Case CPC-2025-3449-CU3-SPPC-DRB-MSP

Eileen Zuniga <evzuniga1@gmail.com> Mon, Feb 9, 2026 at 11:58 PM
To: Tiffany Corrales <tiffany.corrales@lacity.org>
Cc: Specific Plan Mulholland <planning.mulhollandspinfo@lacity.org>

Hi Tiffany,

Thank you so much for getting back to me. My main question is regarding the Conditional Use Permit and the applicant's desired enrollment of 900 students at the proposed site's address. I pulled the below from their Findings submitted on 6/20/25. The original reference on page 2 of the document. Below is the excerpt from the Findings document that references the enrollment number in question:

After completion of the Project, a total of up to 900 high school students will be permitted to be enrolled at the Project Site. The existing AJU CUP allows a total enrollment of up to 1,000 students so this instant request is to allow an enrollment of 100 students less than previously approved.

I have the original AJU CUP and the enrollment number stated is 500 students, not 1,000 students. I have attached it for reference and the current enrollment number for the AJU CUP can be found on Page 4, bullet point 6. I am not sure where they are getting an enrollment of 1,000 students in the current AJU CUP. Could you share what document that enrollment number is cited?

I also understand they are applying for a Class 1 CEQA exemption as well and if they are planning to increase enrollment to 900 at a location that was never meant to hold that many students, I don't understand how that does not cause a significant impact? How can an exemption be deemed appropriate in this situation? The site is located in an environmentally sensitive area that:

1. Has its very own planning commission
2. Is located in a Very High Fire Hazard Severity Zone
3. Is located in a neighborhood with residential homes and only one means of egress for residents and 2 schools (Wise school and eventually Milken)
4. Is located off Mulholland - a two lane road that is often used as an alternative to local freeways and daily traffic can be experienced in both directions daily.
5. The use of the site is changing from a university to a high school which is an intensification of use and traffic patterns and frequency.

I am just a concerned neighbor wondering how this process works and what happens if the information and basis for these projects is not factual. I really appreciate you taking the time to read my email.

Thank you so much,
Eileen

Sent from my iPhone

> On Feb 3, 2026, at 12:25 PM, Tiffany Corrales <tiffany.corrales@lacity.org> wrote:
>
> [Quoted text hidden]
> <01 Planning application - 2026-01.pdf>
> <CP13-3620 Mulholland Supplemental App - 2026-01.pdf>
> <03 Milken_Plan Approval Specialized Questions Form_rev 061725.pdf>

Attachment #1 - AJU CUP.pdf
3603K

Tiffany Corrales <tiffany.corrales@lacity.org>

CPC-2025-3449-CU3-SPPC-DRB-MSP: Request for Notices

Neill Brower <NBrower@jmbm.com> Sun, Dec 28, 2025 at 10:19 PM
To: "Tiffany.Corrales@lacity.org" <Tiffany.Corrales@lacity.org>

Good evening, Ms. Corrales:

I hope this finds you well. Can you please add me (nbrower@jmbm.com) and Benjamin Reznik (breznik@jmbm.com) to your email and notices list for the above-referenced case. Our mailing addresses are the same and provided in my signature below.

Thank you,

--Neill Brower

Neill E. Brower | Partner
Jeffer Mangels Butler & Mitchell LLP | JMBM
1900 Avenue of the Stars, 7th Floor, Los Angeles, California 90067
D: (310) 712-6833 | **M:** (818) 419-9132 | **F:** (310) 203-0567
VCARD | BIO | BLOG | LINKEDIN
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Tiffany Corrales <tiffany.corrales@lacity.org>

Hearing Date re: CPC-2025-3449-CU3-SPPC-DRB-MSP

Paralegal <paralegal@lunaglushon.com> Thu, Mar 26, 2026 at 10:32 AM
To: "tiffany.corrales@lacity.org" <tiffany.corrales@lacity.org>

Good morning,

I am reaching out in regards to the Case No. CPC-2025-3449-CU3-SPPC-DRB-MSP, which is the CUP for Milken High School. I would like to confirm that the hearing date which was tentatively set for April 23, 2026, is still confirmed for that date. If not, please let me know the tentative date that it has been moved to.

Sincerely,

Batya Moskowitz

Paralegal

Luna & Glushon, A Professional Corporation

16255 Ventura Boulevard, Suite 950

Encino, California 91436

Telephone: (818) 907-8755 Ext. 5

Fax: (818) 907-8760

Email: paralegal@lunaglushon.com

Dennis R. Luna (1946-2016)

****

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