

access road, a portion of which would serve as a flood control device, would also be developed within City rights-of-way. The development of these elements would be accommodated with a Revocable Permit. The Proposed Project parking for the MPTF Master Plan project is illustrated in **Figure 4, Proposed Site Plan**, page 12.

The project must provide a minimum of 20 handicap accessible spaces, two of which must be van accessible. This complies with current American with Disabilities Act (ADA) requirements of a minimum of two percent handicap accessible spaces for parking facilities with a total of 501 to 1,000 spaces, with one in every eight handicap spaces being van accessible.

Cumulative Impact

Related Project No. 11 is included in the discussion above. No other Related Project would share, or have parking in the vicinity of the Proposed Project. Therefore there would be no significant cumulative parking impact.

Mitigation Measures

None are required.

Impacts after Mitigation

No significant parking impact is anticipated under the Proposed Project.

3. Site Access

Environmental Setting

Access to the project site is currently provided via three site driveways. The main campus driveway is via Spielberg Drive at its intersection with Mulholland Drive. A second driveway is on Mulholland Drive, just south of the Calabasas Road-Avenue San Luis intersection. Site access to Calabasas Road is provided at the terminus of the El Cañon Avenue, which is vacated just south of Calabasas Road.

Following is a brief description of the site access characteristics of the existing campus driveways:

Main Driveway

The main driveway is located on the east side of the site at the Mulholland Drive and Spielberg Drive intersection which is currently traffic signal controlled. The main driveway accommodates employee, residential and visitor access to and from the project site, as well as minimal service and delivery vehicles traveling to the site. Left-turn and right-turn ingress and egress is provided at this location. One shared left-turn lane and one shared through/right-turn lane is provided on the main driveway at the Mulholland Drive intersection for egress from the site. This intersection currently operates at LOS A during both the a.m. and p.m. peak hours.

Northerly Driveway

The northerly driveway is located on the east side of the project site at Mulholland Drive, just south of the Calabasas Road-Avenue San Luis intersection. The northerly driveway accommodates primarily employee access to and from the project site. Left-turn and right-turn ingress and egress is provided at this location. Egress from this driveway is controlled by stop signs.

El Cañon Driveway

The El Cañon driveway is located on the west side of the site at the terminus of El Cañon Avenue. The El Cañon driveway accommodates both employee and service/delivery access to and from the project site.

Significance Criteria

A project would normally have a significant project access impact if the intersection nearest the primary site access is projected to operate at LOS E or F during the a.m. or p.m. peak hour, under cumulative plus project conditions.

Environmental Impact

The proposed site access for the MPTF Master Plan project is illustrated in **Figure 39, Site Access Plan**, page 177. Access to the project site would be provided via five site entrances. The main entrance would remain at the Spielberg Drive intersection with Mulholland Drive. The northerly entrance on Mulholland Drive and the El Cañon Avenue entrance would both be maintained. An additional entrance would be developed at Mulholland Drive to the northwest of Valmar Road, to allow access to the Hospice and Guest House. Right-turn ingress and egress would be provided at this entrance. Finally, emergency vehicle access would be provided at Park Sorrento, near the southerly boundary of the site. Left-turn and right-turn ingress and egress would be provided at this entrance. A gate and appropriate landscaping would be installed to prevent the daily use of this emergency entrance by either vehicles or pedestrians.

At project build-out, on-site circulation would be provided primarily via four internal roadways. As displayed in **Figure 39, Site Access Plan**, a north-south internal roadway would extend along the entire length of the westerly boundary, and along a major portion of the easterly boundary of the project site. The two north-south roadways would provide internal connectivity between the hospital component (northern portion of site), the health care component (central portion of site), and residential component (southern portion of site). In addition, the two north-south roadways would provide access to the site parking areas, which would be located along the periphery of the MPTF campus. One through-lane would be provided in each direction along the two north-south internal roadways.

Two east-west internal roadways would extend the entire width of the project site, extending between and providing access to the two north-south internal roadways. The east-west internal roadways approximately demarcate the northern, central and southern portion of the project site. The two east-west roadways would provide access to the site parking areas located in the central portion of the MPTF campus, particularly those spaces provided for the health care component. The existing on-site access road adjacent to the existing Skilled Nursing Facility would be widened to accommodate two-way traffic. This action would require a vacation of a portion of the east side of El Cañon Avenue, north of the portion that is currently vacated.

The intersection at the main entrance, at Mulholland Drive and Spielberg Drive, would operate at LOS A during both the a.m. and p.m. peak hours under cumulative plus project build-out conditions (see **Table 40, Project Build-Out Summary of Volume to Capacity Ratio of Levels of Service, Section IV.M.1, Traffic**, page 149). Therefore, the Proposed Project would not have a significant site access impact.

Cumulative Impact

Related Project No. 11 is included in the discussion above. No other Related Project would share site access routes with the Proposed Project. Therefore there would be no significant cumulative site access impact.

Mitigation Measures

None required.

Impacts after Mitigation

No significant site access impact is anticipated under the Proposed Project.

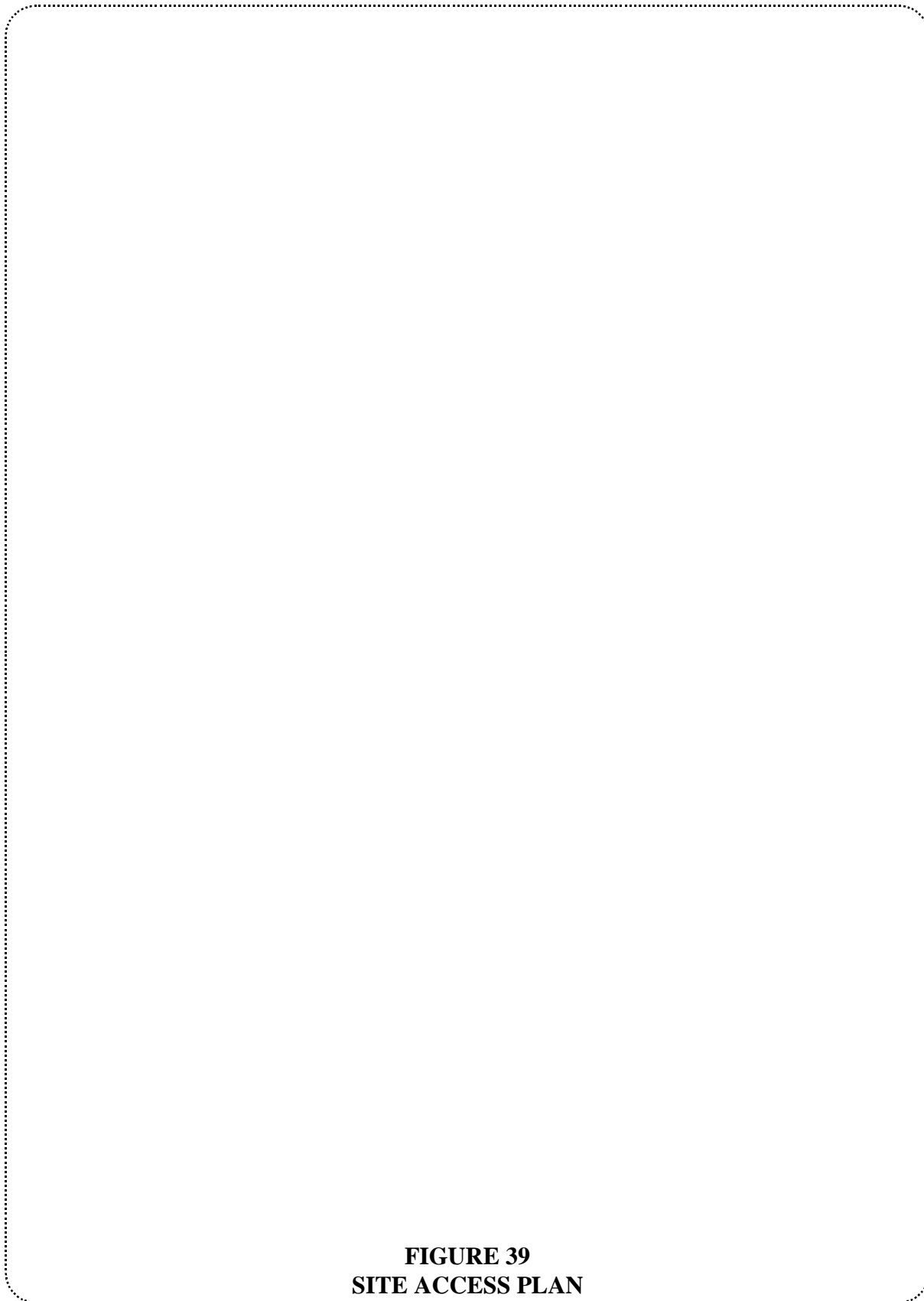


FIGURE 39
SITE ACCESS PLAN