TABLE 4.6-5: EXISTING PARKING LOT UTILIZATION

Type of Lot	Total Capacity	Morning Peak Hour		Afternoon Peak Hour		Evening Peak Hour	
		Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized
Student Lots							
Avalanche Way	45	34	75%	31	69%	29	64%
Baseball Field	390	98	25%	66	17%	113	29%
Northeast Lot	376	331	88%	274	73%	290	77%
Parking Structure 3	1,448	927	64%	767	53%	738	51%
Southwest Lot	172	155	90%	129	75%	151	88%
Stadium Lot	769	523	68%	423	55%	454	59%
Subtotal	**3,200**	**2,176**	**68%**	**1,824**	**57%**	**1,920**	**60%**
Faculty/Staff/Guest Lots							
Cesar Chavez Frontage	28	25	91%	23	82%	11	38%
Galleria Structure	64	3	4%	1	1%	1	1%
Parking Structure 3 (3rd Level)	350	217	62%	207	59%	130	37%
Pool Lot	15	11	74%	8	56%	6	37%
Stadium Concourse	160	86	54%	90	56%	53	33%
Subtotal	**617**	**352**	**57%**	**315**	**51%**	**185**	**30%**
Total/*a*/	**3,817**	**2,405**	**63%**	**2,023**	**53%**	**1,947**	**51%**

***a*/** Handicap, Carpool, and Motorcycle parking were not included in the utilization calculations.
SOURCE: Barrio Planners Incorporated, *Interim Campus Plan with Construction Zones,* July 17, 2009*, and C*ordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

THRESHOLDS OF SIGNIFICANCE

The City of Monterey Park has established criteria for determining the significance of traffic impacts of proposed projects within the City. Based on the criteria established by the City, a project is considered to have a significant traffic impact if the addition of project-related traffic increases the V/C ratio of an intersection by 0.05 or greater. For instance, if an intersection is projected to operate at a V/C ratio of 0.70 under the Cumulative Base condition, the intersection would be considered significantly impacted by the project if the Cumulative plus Project V/C ratio is 0.75 or greater. The City of Monterey Park has also stated the minimum acceptable level of service for intersections within the City jurisdiction is LOS C. Therefore, intersections that are caused to operate at worse than LOS C condition by project-related traffic are also determined to be significantly impacted.