

TABLE 4.6-4: INVENTORY OF PARKING SPACE						
Location	Number of Spaces					
	Student	Faculty	Handicap	Car Pool	Motorcycle	Lot Total
Avalanche Way	45		0			45
Baseball Field/a/	390					390
Avenida Cesar Chavez Frontage		28	1			29
Galleria		64				64
Northeast Lot	376		16			392
Parking Structure 3	1,480	350	34	12	6	1,882
Pool Lot	13	15				28
Southwest Lot	172		30			202
Stadium Concourse		160	14			174
Stadium Lot	769		2			771
Grand Total	3,245	617	97	12	6	3,977
/a/ Currently used as temporary parking. SOURCE: Cordoba Corporation, <i>East Los Angeles Community College Master Plan Update Traffic and Parking Analysis</i> , January, 2010.						

Existing Parking Demand Rates

The student enrollment in the fall of 2009 (at the time the inventory and parking survey were conducted) was approximately 20,128 students. Of the 3,245 spaces available to students, 2,176 were occupied during the morning peak period, 1,824 spaces were occupied during the afternoon peak period, and 1,920 spaces were occupied during the evening peak period. Of the 617 spaces available to faculty, 352 spaces were occupied during the morning peak period, 315 spaces were occupied during the afternoon peak period, and 185 spaces were occupied during the evening peak period. The surveys factored in peak period attendance and indicated there was a peak parking demand of 0.527 space per student during the afternoon peak period.

Previously Disclosed Impacts

The Final EIR for the 1998 Facilities Master Plan concluded that no unavoidable significant impacts would occur with regard to transportation and traffic. Mitigation measures were identified for potential impacts at three intersections, construction effects to an adjacent elementary school, and special event parking. Mitigation Measures T1 through T3 of the Final EIR would reduce the potential intersection impacts identified at three study intersections. Mitigation Measures T4 through T7 would reduce the construction-related impacts on the adjacent Lane Elementary School to a less-than-significant level. Mitigation Measure T8 would reduce the impact from special event parking at Weingart Stadium to a less-than-significant level.

The Addendum for the 2004 Facilities Master Plan Update (2004 FMPU) concluded that no unavoidable significant impacts would occur with regard to transportation and traffic. Two additional mitigation measures, Mitigation Measures A-T1 and A-T2, would maintain the previously identified three intersection impacts in the Final EIR at less-than-significant levels. Mitigation measures applicable to transportation and traffic included in the Final EIR would continue to be applicable to the 2004 FMPU.