

Parking Demand and Operations Study

Prepared for

Pacific Baptist Church

3332 Magnolia Ave.
Long Beach, CA 90806



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By

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Executive Summary

Pacific Baptist Church (PBC), located at the corner of Magnolia Avenue and West 33rd Street, is proposing to replace their existing undersized church sanctuary, offices and some classrooms with a new multi-purpose facility that will house a new 1,240-seat sanctuary auditorium, office space, nursery space, and classrooms. In addition, the building will house a new gymnasium that will be used by the existing primary school and some evening activities.

The church does not have adequate on-site parking to accommodate all of the current parking demand, all of the projected parking demand, or the code-required parking for the proposed new facility. The purpose of this study is to determine the actual church parking demand for each of the significant activity periods and identify if adequate parking can be provided at available parking facilities. The church currently uses one on-site parking lot, one contracted off-site parking structure, along with area on-street and public parking.

This study quantifies the churches existing and projected future parking demand for church services and larger bible study events. This attendance-based demand was then compared to the code-required parking to determine the amount of off-site parking that will be needed both in the near- and long-term.

The campus currently provides church services Sunday mornings (2 services) and evening Wednesday Evening. After construction of the new facility the early Sunday service will be eliminated. Bible study classes and other religious classes are held the other five evenings. PBC also operates a K-12 primary school with 215 students, all of whom are bused to school or are dropped off by parents. The campus also has theology degree college courses and currently has 31 students enrolled. During Sunday church service and Thursday evening bible study hours, the children's nursery is open for small children of event-attending adults. There is also office space for church staff and school management.

The site currently has one on-site lot that contains 71 parking spaces. The lot can be accessed via one driveway on 33rd Street and one driveway on Magnolia Avenue. During church events the lot is managed by church staff. Currently, 212 off-site parking spaces are officially available on Sundays and weekday evenings at the Laser Fische facility located at 3545 Long Beach Boulevard. Shuttle buses travel between the church and the remote lot during those days as needed. Additional off-site parking facilities have been contracted for Sunday morning use when needed at the Sunny Hills Palladium (4300 Long Beach Boulevard) for up to 125 spaces, the American Institute of Health Science (3501 Atlantic Avenue) for up to 45 spaces, and the Carpenters Union Hall Local 630 (341 East Wardlow Road) for up to 70 spaces. About 114 spaces that are available all day seven days a week have also been contracted for at the Salvation Army lot at 455 East Spring Street. Shuttle service to these facilities will be provided when the lots are needed. In total, the church currently contracts for up to 566 off-street, off-site spaces.

The church also operates several large buses on Sunday for bringing members to and from the Sunday school and church. For Sunday morning services and Sunday school approximately 30 percent of the people come by bus. For the Sunday afternoon activities, about 70 percent of the people come by bus.

The church currently has an average attendance at the 11 AM Sunday service of about 380 adults and children who arrive by auto. In addition, about 170 A-Bus and youth ministry students attend church service and arrive by bus. For the Sunday school classes, which begin before the church services, about 250 students arrive by auto (typically with parent attending the church services) and about 150 youth arrive by bus. Most Sunday school students attend church services after Sunday school classes are completed. On Easter Sunday, the attendance figure increase to about 510 church attendees by auto, 223 attendees by bus, 265 Sunday school attendees by auto, and 275 school attendees by bus. The Sunday school session starts at 10 AM with the church service at 11 AM. The data shows that for activities where bus service (excluding shuttle bus) is provided, The modal split ranges from 70 to 80 percent auto for the 11 AM Sunday service to 30 percent auto for the Sunday afternoon service and classes. Bus use is extensive during the Sunday afternoon sessions where a large number of youths attend classes and services. For future church growth, it is expected that the same auto/bus split will occur in the future. Currently the church buses in between 300 and 500 people for the Saturday noon, Sunday 11 AM and Sunday 1 PM services and schools.

From the parking survey data collected and the rates derived from that information the current parking demand for the church is up to 207 spaces for the Sunday morning service, 90 spaces for the afternoon service, and 153 spaces for the evening service. For the weekday bible study classes the peak demand is on Thursday with about 165 spaces.

The number of off-street, on-site parking spaces required to be provided by the project for just the office and elementary school, high school, and college classroom spaces is about 58 spaces. For the new sanctuary space, the code-required parking is 376 spaces based on the seating capacity of 1,240 seats

To determine the number of parking spaces required to meet the functional demands of the facility an attendance-based parking analysis was conducted for the project. This methodology uses the existing activity attendance at the various functions and the surveyed parking totals to project future parking demand. Based on the attendance figures provided by the church, the growth between the current attendance and the future peak will be about 70 percent from the current peak. This translates to a projected future average attendance of about 930 people and a peak attendance of 1,240 people. This growth rate was used for all of the other on-site activities.

With this growth the future parking demand ranged from an average Sunday parking demand of 279 cars to a peak demand of 352 cars. For Sunday evening the demand projections were for 245 to 260 cars. Wednesday evening demand was estimated at up to 95 cars and Thursday demand was projected to be between 177 and 281 cars. During the

daytime on Sunday, there will be some overlap of the entering and exiting traffic from the various services. With this overlap, the combined peak parking demand will be for up to 327 spaces on an average Sunday and up to 386 spaces on a peak Sunday.

The projected future parking demand for all but a peak Sunday can be provided through a combination of facilities including the 62-space on-site lot remaining after construction, the 212 spaces garage at Laser Fische, and up to 114 parking spaces at the Salvation Army lot. For the peak Sunday, the church will need to add about another 100 off-site parking spaces. With the 566 total contracted spaces off-site spaces, the church will have more than enough spaces to accommodate even peak demand periods.

Shuttle buses will be used to transport attendees between the PBC campus and the contracted off-site parking areas. The shuttles will operate with 5- to 10-minute headways. It will take three (average days) to four (peak days) buses to shuttle patrons to and from the Laser Fische garage. Two other buses will be used to shuttle people to and from the Salvation Army lot. If all of the contracted off-site parking is used the church would need to use up to nine 25-passenger shuttle buses to transport patrons between the church and the off-site parking.

The City and the church will work together to monitor the churches parking demand and implement the additional supply as needed. In addition, if required by the City the church will work with City staff to identify any church-related neighborhood parking issues and provide a program to address those issues to the satisfaction of the City's Traffic Engineer.

1. Introduction

Pacific Baptist Church (PBC) is proposing to replace their existing church sanctuary, offices and some classrooms with a new multi-purpose facility that will house a new 1,240-seat sanctuary, office space, nursery space, and classrooms. In addition, the building will house a new gymnasium that will be used by the existing primary school and some evening activities. Most of the space in the new facility will replace existing facilities that are dimensionally undersized to adequately accommodate the current attendance. After construction of the new building the remaining existing facilities will continue to be used for Sunday school and other classes and smaller church services that would not require the larger auditorium space.

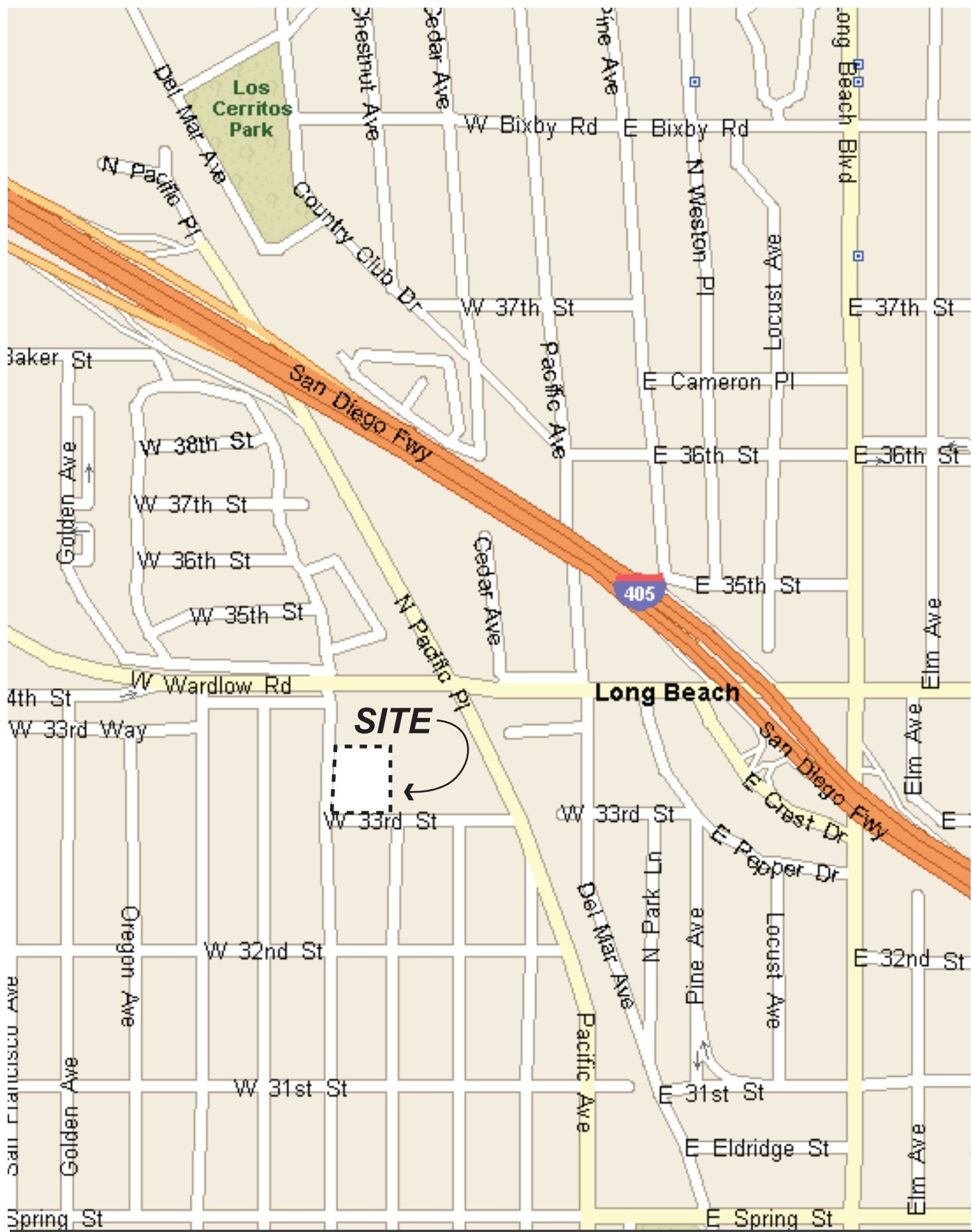
The PBC campus is located at the corner of Magnolia Avenue and West 33rd Street as illustrated in Figure 1.

The church does not have adequate on-site parking to accommodate all of the current parking demand, all of the projected parking demand, or the code-required parking for the proposed new facility. The purpose of this study is to determine the actual church parking demand for each of the significant activity period and identify if adequate parking can be provided at available parking facilities. The church currently uses the existing on-site parking lot, as well as contracted off-site parking facilities.

This study quantifies the churches existing parking demand for the church services and larger bible study events through data collected by PBC staff over the last nine months. That data is used to develop parking demand factors such as mode split (auto versus bus), average auto occupancy, and projected attendance increases. Using the difference between the existing attendance and the seating capacity of the proposed facility and the parking demand factors of the existing members the future parking attendance-based parking demand is calculated. This attendance-based demand will then be compared to the code-required parking to determine if adequate parking can be provided on site and the amount of off-site parking that will be needed both in the near-term and long-term.

2. Existing Conditions

An extensive data collection effort was conducted to document the current level of activity at the PBC campus and parking demand and identify the parking program used to accommodate on- and off-site parking and campus access. The following provides a brief summary of the existing conditions.



Church-Provided Data

The majority of the metric data used for the analysis was provided by staff at PBC and was collected over an extended period of time. Data that was provided by the church included the following:

- Hours of church and school operations
- Hours the parking shuttle will be in use
- Existing attendance during church events
- Amount of existing on-site parking
- Locations, amount, and available hours of remote parking spaces
- Proposed operations within the lots (on-site and remote) to direct people to/from the church, shuttles, or walking routes
- Size (seating capacity) of shuttle buses and the proposed operating routes
- Proposed staging of shuttle buses before, during and after events
- General contract conditions for shuttle and parking lots (hours, length of leases, any special provisions regarding operations)
- Any existing and proposed curbside procedures for managing pick-up and/or drop off traffic
- Any programs or management tools currently being used to manage on-street parking in the area.
- Number of vehicle currently being parked for a typical Sunday service and for larger events such as holiday services or other special events and for a typical weekday school session

Activities and Hours of Operation

The campus currently provides church services Sunday mornings (2 services) and evening Wednesday Evening. Bible study classes and other religious classes are held the other five evenings. With the opening of the new facility the 9 AM Sunday service will be eliminated. However, for this study the service has been included to evaluate a more conservative scenario. Table 1 lists the full schedule of activities at the PBC campus. In addition to the weekend and evening religious activities, the campus has classes for K-12 students and college courses. The primary school currently has 215 students, all of whom are bused to school or are dropped off by parents. The campus also has theology degree college courses and currently has 31 students enrolled.

During Sunday church service and Thursday evening bible study hours, the children's nursery is open for small children of event-attending adults. The staffing level depends on the number of children expected to attend with their parents.

There is also office space for church staff and school management. Space is currently very limited with some offices located in converted spaces in the existing buildings. One goal of the proposed expansion plan is to provide larger office spaces to the existing staff and management.

Table 1: Weekly Church Activity Schedule Fall Schedule

Sunday	Thursday
9:00 a.m. to 9:45 a.m. — Service	8:30 a.m. to 3:00 p.m. — School (K - 12)
10:00 a.m. 10:45 a.m. — Sunday School	8:00 a.m. to noon — College Classes
11:00 a.m. 12:30 p.m. — Service	7:00 p.m. to 8:30 p.m. — Mid-Week Bible Study
1:00 to 3:00 p.m. — B Bus Service	
1:00 to 4:00 p.m. — Spanish Service	
6:00 p.m. to 7:45 p.m. — Service	Friday
	8:30 a.m. to noon — School (K - 12)
Monday	8:00 a.m. to noon — College Classes
8:30 a.m. to 3:00 p.m. — School (K - 12)	7:00 p.m. 10:30 p.m. — Reformers Unanimous
8:00 a.m. to noon — College Classes	
Tuesday	Saturday
8:30 a.m. to 3:00 p.m. — School (K - 12)	10:00 a.m. 10:30 a.m. — Faithfulness Rally
8:00 a.m. to noon — College Classes	Noon – 2:00p.m. – C Bus Service
7:00 p.m. to 8:30 pm — Visitation	4:00pm - 6:00 p.m. — Bible Institute
	6:00 p.m. to 7:00 p.m. — Men's Prayer Meeting
Wednesday	
8:30 a.m. to 3:00 p.m. — School (K - 12)	
8:00 a.m. to noon — College Classes	
7:00 p.m. to 8:30 p.m. — Spanish Service	
<i>Source: Pacific Baptist Church, 2008</i>	

Existing Church Facilities

The PBC campus activities currently take place in four buildings. The large northern building contains the current sanctuary along with the nursery rooms and some classroom space. The other three buildings are converted residential structures that house offices and classrooms. The other facilities on the site include the 71-space parking lot and an outdoor basketball court. The proposed development plan will remove the three smaller buildings and the outdoor court. The larger sanctuary building will remain and continue to be used for church activities as outlined above.

On-Site Parking and Shuttle Buses

The site currently has one on-site lot that contains 71 parking spaces. The lot can be accessed via one driveway on 33rd Street and one driveway on Magnolia Avenue. During church events, the lot is managed by church staff and is operated with the Magnolia driveway used for entry and the 33rd Street driveway for exit.

During the church activities when the demand for parking lot spaces is expected to exceed the lot's capacity, parking attendants manage the lot to encourage regular attendees to park in the remote parking area and leave spaces in the lot for new attendees and others who need proximate parking. Lot attendants always make sure some cars can be accommodated in the lot.

Off-site parking is currently available on Sundays and Monday through Friday evenings at the Laser Fische facility located at 3545 Long Beach Boulevard. That site contains 212 parking spaces that are available to the church. Shuttle buses travel between the church and the remote lot during those days as needed.

Other off-site parking that is currently used by church attendees includes on-street parking along the east frontage along Pacific Place north of Wardlow Road and the MTA train station lot on the south side of Wardlow Road. This parking is used during the weekdays by MTA riders. Church-operated shuttle buses run locally in the area to pick-up patrons walking to and from these parking areas. However, on-street parking in the area will not be encouraged with the future expansion of the off-site lots and shuttles that are discussed later in this report.

Shuttle buses for the Laser Fische parking picks-up and drops off at the church along the Magnolia frontage. The buses then travel north to Wardlow, east to Pacific Avenue, then north on Pacific Avenue, east on 36th Street, and south on Long Beach Boulevard and stop at the curb in front of Laser Fische's parking garage. After picking up passengers the bus travels south to Wardlow, then west to Pacific Place, west on 33rd Street, and then back to the Magnolia frontage. The other local travel routes used by the shuttles include looping the block bounded by Wardlow Road, Pacific Place, 33rd Street, and Magnolia Avenue. The buses will also travel north along Pacific Place to pick up parkers at the northern end of the street. The 3 buses currently used to shuttle passengers to/from Laser Fische and parking along Pacific Place have capacities of 25, 21, and 9 passengers.

As the shuttle buses have a limited capacity, most remote parkers will drop off passengers at the church before going to the remote facility. Others parking along the street will simply walk to the church. Shuttle bus use is continually monitored to make sure adequate service can be provided and additional capacity will be added as warranted.

The church also operates several large 84-passenger buses on Saturday and Sunday for bringing members to and from the Sunday school and youth church services. For the Saturday youth activities, all of the patrons come by bus. For Sunday morning services and Sunday school approximately 30 percent of the people come by bus. For the Sunday afternoon activities, about 70 percent of the people come by bus. As demand requires, more bus capacity will be added.

Current Attendance, Travel Modes, and Parking Usage

Attendance

As previously noted the church has collected an extensive amount of attendance and parking data for the church services and bible study sessions. This data is summarized in the Appendix in Tables A-1 and A-2. As shown in the tables. The church currently has an average attendance at the 11 AM Sunday service of about 380 adults and children who arrive by auto. In addition, about 170 A-Bus and youth ministry students attend church service and arrive by bus. For the Sunday School classes, which begin before the church

services, about 250 students arrive by auto (typically with parent attending the church services) and about 150 youth arrive by bus. Most Sunday school students attend church services after Sunday school classes are completed. On Easter Sunday, the attendance figure increase to about 510 church attendees by auto, 223 attendees by bus, 265 Sunday school attendees by auto, and 275 school attendees by bus. The Sunday school session starts at 10 AM with the church service at 11 AM.

The average and peak attendance for each of the major church, Sunday school, and bible study classes are listed in Tables A-1 and A-2.

By Mode

The data shows that for activities where bus service (excluding shuttle bus) is provided, The modal split ranges from 70 to 80 percent auto for the 11 AM Sunday service to 30 percent auto for the Sunday afternoon service and classes.

Based on the survey data collected, the average auto occupancy for church-related vehicles is as follows:

<u>Date</u>	<u>Service</u>	<u>Average Auto Occupancy</u>
Sunday	9 AM	average – 3.00 (estimated based on other hours)
	11 AM	average – 3.88 max – 4.70 (overall occupancy)
		average – 2.33 max – 3.08 (church-only attendees)
	1 PM	average – 2.33 (based on 11 AM data)
	Evening	average – 2.99
Wednesday	Evening	average – 2.33 (estimated based on other hours)
Thursday	Evening	average – 3.88 (estimated based on other hours)

Since the future parking demand will be based on number of fixed seats in the sanctuary, the auto occupancy needed to be broken down from the overall occupancy to the occupancy for just those attending the church service. Sunday school attendees that were not going to church were excluded from this factor. That is why the church-only average occupancy is lower than the overall average occupancy.

Bus Use

Bus use is extensive during the Saturday daytime and Sunday afternoon sessions where a large number of youths attend classes and services. For future church growth, it is expected that the same auto/bus split will occur in the future. Currently the church buses in between 300 and 500 people for the Saturday noon, Sunday 11 AM, and Sunday 1 PM services and schools. As noted earlier, the church operates between 4 and 6 84-passenger buses to accommodate these attendees. Bus capacity will be added as demand requires. Little on-site parking is

Current Parking Demand

The church has conducted parking demand inventory surveys almost weekly for an extended period of time. Surveys reviewed for this analysis dated back more than one

year. A sample of the parking survey results for the Sunday 11 AM service is listed in Table 2.

Table 2: Current Parking Demand By Location – Sunday 11 AM Service

Date	Wardlow N.	Wardlow S	Blueline	Mag. E/33rd N	Pacific N	Laserfische	Spanish Only	Parking Lot	Total	Offsite Total
1/7/07	9	22	34	28	22			38	153	115
1/14/07	8	16	36	30	24			49	163	114
1/21/07	6	26	31	22	24			55	164	109
1/28/07	5	23	37	21	28			55	169	114
2/4/07	5	23	35	23	24			53	163	110
2/11/07	6	22	26	27	23			56	160	104
2/18/07	5	21	31	24	23			53	157	104
2/25/07	6	23	30	28	25			52	164	112
3/4/07	6	25	31	24	32			59	177	118
3/11/07	4	15	33	30	22			65	169	104
3/18/07	7	16	32	19	24			55	153	98
3/25/07	13	17	33	26	18			44	151	107
4/1/07	12	18	34	25	19			46	154	108
4/8/07	8	16	37	24	26			54	165	111
4/15/07	9	16	31	22	27			57	162	105
4/22/07	6	15	30	24	24			59	158	99
4/29/07	5	16	29	25	21			66	162	96
5/6/07	7	12	35	26	21			59	160	101
5/13/07	7	14	38	22	11			62	154	92
5/20/07	11	13	37	26	19			50	156	106
5/27/07	10	12	32	22	18			55	149	94
6/3/07	7	20	33	24	7	15		65	171	106
6/10/07	5	23	32	24	9	14		52	159	107
6/17/07	6	22	34	25	10	11		57	165	108
6/24/07	7	23	37	26	12	12		66	183	117
7/1/07	11	23	46	26	11	16		74	207	133
7/8/07	6	24	40	25	11	12		67	185	118
8/19/07	12	3	38	25	9	15		54	156	87
9/9/07	19	7	44	16	6	29		45	166	92
9/16/07	21	12	41	16	10	18		37	155	100
Avg	9	19	32	24	23	13		53	158	105

From the survey data collected, the following summary statistics were derived:

<u>Date</u>	<u>Service</u>	<u>Existing Parking Demand</u>
Sunday	9 AM	average – 38 max – 45
	11 AM	average – 164 max – 207
	1 PM	average – 67 max – 90
	Evening	average – 144 max – 153
Wednesday	Evening	average – 51 max – 56
Thursday	Evening	average – 104 max – 165

3. Proposed Development Plan and Parking Demand Analysis

Using the above information, the projected parking demand is calculated by developing demand factors for the Church and school operations and multiplying those rates by the future development plan values. Based on the amount of on-site parking and contracted off-site facilities, the amount of off-site parking that will be necessary to meet future demand was identified. Because it is not anticipated that all of the additional parking to meet the capacity attendance will be needed at opening day, the future demand estimates were broken down into a set of phased demand estimates.

Proposed Development Plan and Parking Supply

The proposed building will be located in the southwest corner of the site and will require the removal of the three smaller buildings on the site and the outdoor basketball court. The existing parking lot will be slightly reconfigured and after construction will contain 62 parking spaces. The proposed interior building plan is illustrated in Figures 2 and 3.

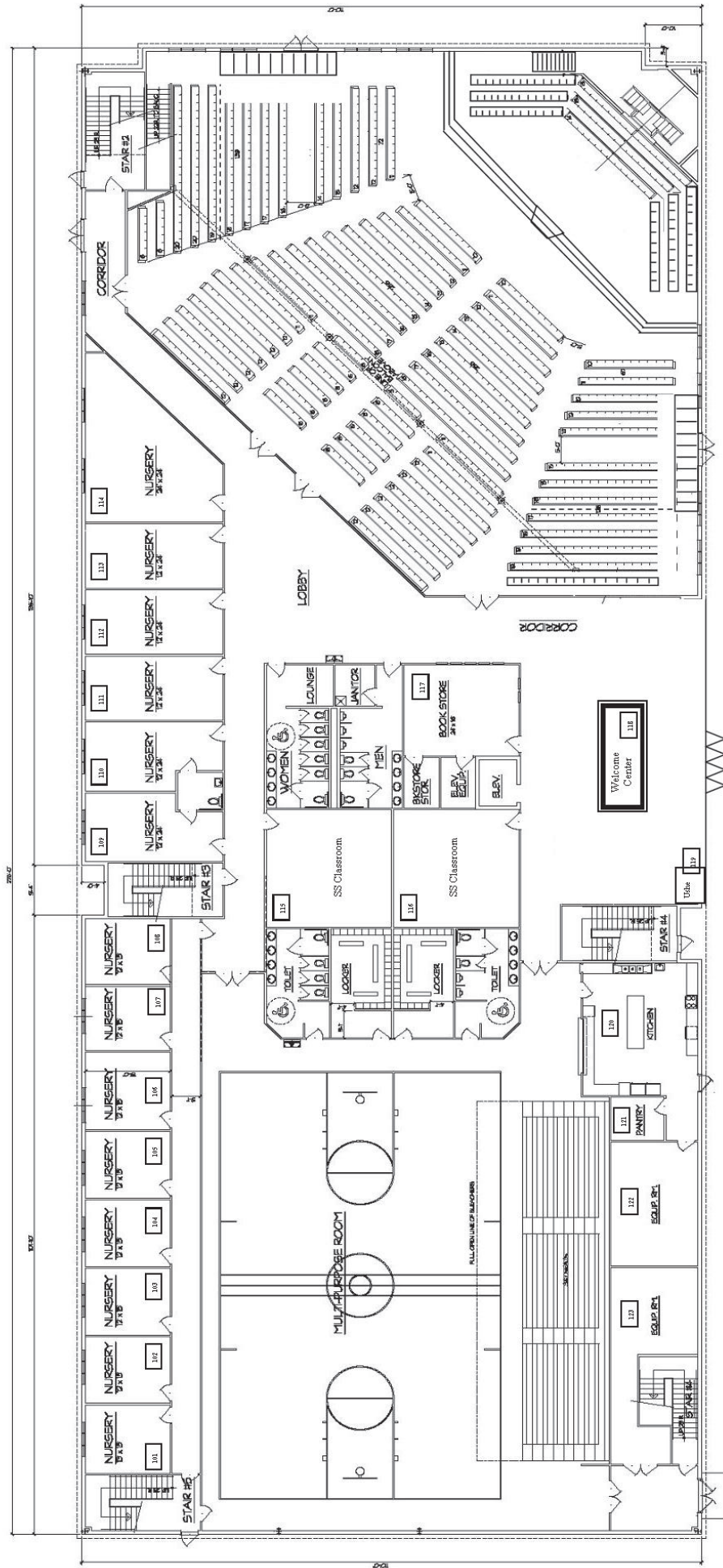
The building will be accessed via a new main lobby located on the north side of the building. An egress door will be provided along the Magnolia Avenue frontage. No building access will be provided along the 33rd Street frontage.

The new building will contain the following uses:

- Sanctuary – First level seating 916 seats, second level 324 seats, total 1,240 seats. This will allow attendance to approximately double for larger events.
- Nursery – 14 rooms that will replace the existing rooms. The capacity increase is approximately equivalent to the increase in service attendance.
- Office Space – This space will be replacing existing spaces located in several buildings. No additional staff is projected at this time. The space is divided between church and school uses. Church Offices – 1,550 square feet, School Offices – 850 square feet
- Gymnasium, locker facilities, and kitchen will be used by schools and some after school and evening uses.
- Other areas including bookstore, usher's room, information center, and storage area are ancillary to the other primary uses and are occupied by other staff members that have been accounted for separately in the parking demand calculations.

The remaining existing building will contain:

- 7 elementary school classrooms, 3 classrooms for the existing Junior/Senior High School classes, and 4 classrooms for the existing college classes.



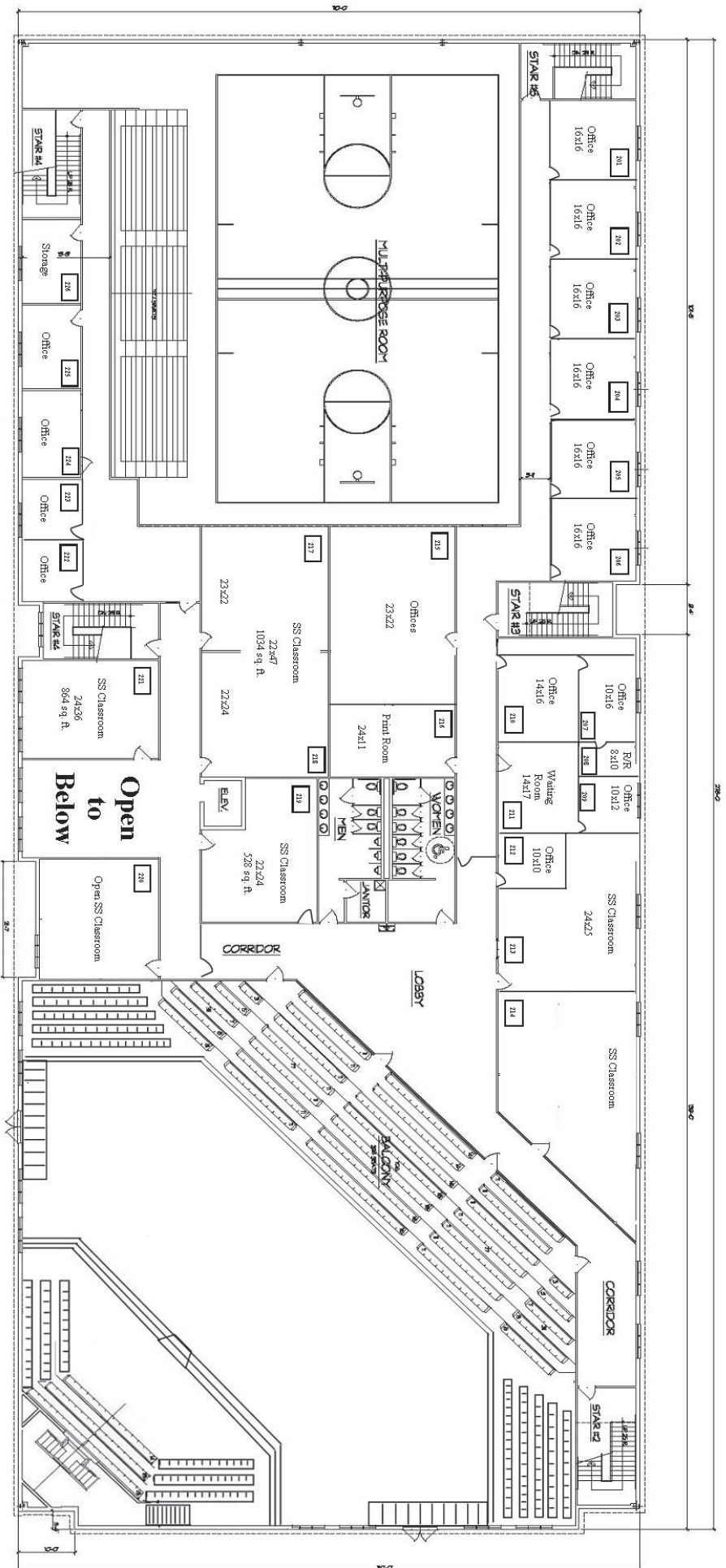


FIGURE 3
Site Plan - Second Floor

Proposed Parking Supply

The church will have approximately 62 on-site parking spaces. With the proposed development plan those spaces should remain. The church also has an agreement to use up to 212 parking spaces in the parking garage at Laser Fische located at 3545 Long Beach Boulevard just north of Wardlow Road. This parking is available all day Sunday and on weekday evenings.

Additional off-site parking facilities have also been contracted for Sunday morning use if/when needed at the Sunny Hills Palladium (4300 Long Beach Boulevard) for up to 125 spaces, the American Institute of Health Science (3501 Atlantic Avenue) for up to 45 spaces, the Carpenters Union Hall Local 630 (341 East Wardlow Road) for up to 70 spaces, and the Salvation Army lot at 455 East Spring Street for up to 114 spaces. The Salvation Army lot is available all day every day. Shuttle service to these facilities will be provided when the lots are needed. In total, the church currently contracts for up to 566 off-street, off-site spaces. The locations of the parking facilities are shown in Figure 4.

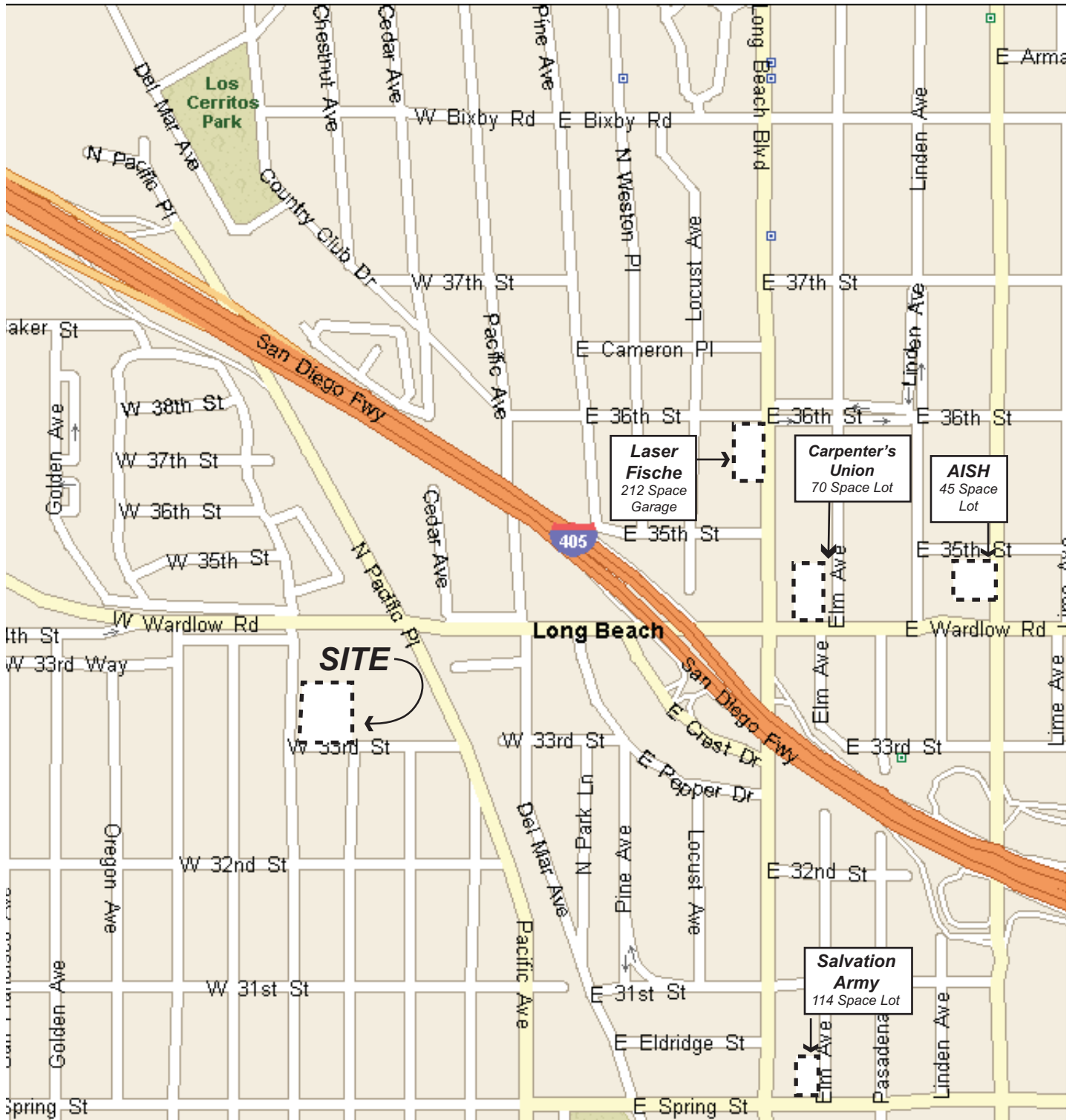
Code Required Parking

The off-street, on-site parking spaces required to be provided by the project are based on the size and type of uses being provided and the parking rates listed in the City of Long Beach Municipal Code. The parking codes for the uses proposed at the site are listed in Table 3. The site currently, as is proposing to continue to have, church service and bible study activities in the sanctuary and classroom areas, weekday daytime primary and college classes, nursery rooms for small children available to attending parents during church services, and office space for church and school staff. The gymnasium area will likely have some evening and possibly Saturday daytime church and community-based activities; however no defined programs are identified at this time.

Table 3: City of Long Beach Off-Street Parking Code

Assembly hall, church, movie theater or other public assembly area with fixed seats	For church and assembly uses, 1 per every 3.3 fixed seats (if the assembly area is not 75% or greater, separate parking ratios shall be applied for accessory uses).
Elementary school, secondary school and day-care center	For elementary schools, 2 per classroom, plus 2 loading and unloading spaces and auditorium or stadium calculated separately. For high schools, 7 per classroom, plus auditorium or stadium calculated separately. For day care, 1 space per every 10 children, plus 2 loading and unloading spaces
Office	4 per 1,000 GFA up to 20,000 GFA and 2 per 1,000 GFA for GFA more than 20,000

**Sunny Hills
Paladium**
 4300 Long Beach Blvd
 Up to 125 Spaces



Based on the City parking code, the required parking for the building as proposed would be as follows:

Church – $1,240 \text{ seats} \div 3.3 \text{ seats per parking spaces} = 376 \text{ spaces}$

(Note that Sunday school students attend regular church services at the end of the Sunday school class, therefore the classrooms and sanctuary are not occupied at the same time.)

Church and School Office – $2,400 \text{ square feet} \times 4 \text{ per } 1,000 \text{ square foot} = 10 \text{ spaces}$

Primary School – $2 \text{ per classroom} \times 10 \text{ classrooms} = 20$

(Since no students drive to the campus the elementary school parking rate was used. Includes all elementary and high school classrooms on campus.)

College – $7 \text{ per classroom} \times 4 \text{ classrooms} = 28$

(No college rate is listed in the Municipal Code, so the High School rate was used as all of the college-credit students drive to classes.)

Using the parking totals for the above uses the code-required parking for the proposed PBC building would be 58 spaces for a typical weekday ($10 + 20 + 28$). All of this parking can be accommodated in the church's proposed 62-space parking lot. The Sunday nursery rooms will not be used during the weekday daytime hours and would therefore not require on-site parking.

For Sunday, the code-required parking is 376 spaces based on the seating capacity of 1,240 seats and 3.3 spaces per seat. The other spaces in the building such as the nursery area and other ancillary uses would be occupied primarily by church attending patrons, their children, and staff. Therefore, the only additional parking that may be required for those areas would be to accommodate a limited amount of church staff.

Attendance-Based Demand Projections

While the municipal code identifies the number of parking spaces required for the proposed building size, a more accurate method for determining parking required and the number of spaces to meet the functional demands of the facility are to base the parking needs on the activity at the facility or an attendance-based estimate of parking. This methodology uses the existing activity attendance at the various functions and the surveyed parking totals to project future parking demand. The data summarized in the Appendix tables is the basis for these future projections.

Projected Parking Demand

The projected parking demand for the proposed building plan was determined by factoring both the average day and peak day parking demand by the projected attendance growth. The future parking requirement was then determined based on the greater of these estimates. Since factors such as auto occupancy differed between the average and peak days the two approaches do not have a straight linear relationship.

The rate of future growth was determined by the existing Easter Sunday and average day attendance for the Sunday 11 AM service for an average day and Easter and the proposed

future capacity of 1,240 seats. For example, if a service currently seats 620 people then the future demand would be 200 percent ($1,240 \div 620 = 200\%$) of the existing. This growth factor was then used to adjust the existing parking demand to get to the average and peak future parking demand. However, it must be noted that the peak attendance day (Easter Sunday) in 2007 was not the peak parking demand day. Instead the average auto occupancy increased on that day to provide much of the additional church attendance.

Based on the attendance figures provided by the church, the average attendance for an 11 AM Sunday service is about 550 people. The maximum attendance is about 730 people. If the new sanctuary will seat 1,240 people, the growth between the current attendance and the future peak will be about 70 percent from the current peak. This translates to a projected future average attendance of about 930 people and a peak attendance of 1,240 people.

Assuming the same 70 percent growth rate for the parking demand for all of the Sunday events and the Wednesday and Thursday evening service and Bible study resulted in an the parking demand estimates listed in Table 4. For the Sunday 11 AM service those projections ranged from an average Sunday parking demand of 279 cars to a peak demand of 352 cars. For Sunday evening the demand projections were for 245 to 260 cars. Wednesday evening demand was estimated at up to 95 cars and Thursday demand was projected to be between 177 and 281 cars.

For the weekday services the parking required will be the peak for that evening event. However, because not all of the parked vehicles from the Sunday 11 AM service will have left by the time patrons begin to arrive for the 1 PM service, there will be some overlap when the actual peak demand is reached as the arriving and departing parkers are parking at the same time. Based on the analysis data the peak attendance for the church will be on Sunday between the end of the 11 AM and beginning of the 1 PM services.

To project this overlap demand level, the hourly parking demand was estimated for a Sunday, Wednesday, and Thursday. The hourly demand changes at the campus depending on the uses in session at the time and the arrival and departure patterns of the attendees and staff.

Table 5 lists the existing hourly parking demand on an average Sunday, Wednesday, and a Thursday. Table 6 lists the existing hourly parking demand on a peak Sunday, Wednesday, and a Thursday. These average and peak parking demand values were then adjusted by the 70 percent growth factor for the evening and Sunday daytime periods to determine the projected future average and peak parking demand. The daytime school values were not adjusted as no specific enrollment value was identified at this time. These future projected hourly parking demand estimates are listed in Tables 7 and 8.

As shown in the tables, for an average attendance week, the peak parking demand is expected to be for up to 327 spaces on Sunday, up to 87 spaces on Wednesday evening, and up to 177 spaces on Thursday evening. For peak attendance days, the peak Sunday occupancy is projected to be about 386 spaces, 95 spaces on Wednesday evening, and

281 spaces on Thursday evening. Weekday daytime parking is not expected to exceed about 75 spaces in either scenario.

Table 4: Projected Future Parking Demand

		Average	Peak
A	Existing Attendance	550	731
B	Percent of Peak (Average/ Peak)	75 %	100 %
C	Future Capacity Attendance	1240	1240
D	Future Attendance ($B \times C$)	930	1240
E	Growth Rate ($D \div A$)	1.70	1.70
F	Existing Parking Demand	164	207
G	Future Sunday Daytime Parking ($E \times F$)	279	352
H	Existing Sunday Evening Parking	144	153
I	Future Sunday Evening Parking ($E \times H$)	245	260
J	Existing Wednesday Evening Parking	51	56
K	Future Wednesday Evening Parking ($E \times J$)	87	95
L	Existing Thursday Evening Parking	104	165
M	Future Thursday Evening Parking ($E \times L$)	177	281
Note: Existing Attendance includes church service attendees arriving by auto and by bus.			

Table 5: Existing Hourly Average Parking Demand

Hour Beginning	Sunday					Wednesday					Thursday				
	Worship -9 AM	Worship - 11AM	Worship - 1PM	Worship - 6PM	Sunday	K-12 College	Class- rooms	Other Staff	Span. Service 7PM	Wednesday	K-12 College	Class- rooms	Other Staff	Bible Study	Thursday
7AM	0	0	0	0	0	15	15	10	0	40	15	15	10	0	40
8AM	10	0	0	0	10	30	30	15	0	75	30	30	15	0	75
9AM	38	20	0	0	58	30	30	15	0	75	30	30	15	0	75
10AM	38	125	0	0	163	30	30	15	0	75	30	30	15	0	75
11AM	10	164	0	0	174	30	30	15	0	75	30	30	15	0	75
Noon	0	164	20	0	184	30	30	15	0	75	30	30	15	0	75
1PM	0	125	67	0	192	0	30	15	0	45	0	30	15	0	45
2PM	0	0	67	0	67	0	30	15	0	45	0	30	15	0	45
3PM	0	0	40	0	40	0	30	15	0	45	0	30	15	0	45
4PM	0	0	0	0	0	0	15	15	0	30	0	15	15	0	30
5PM	0	0	50	0	50	0	0	15	0	15	0	0	15	0	15
6PM	0	0	144	20	164	0	0	5	0	5	0	0	5	25	30
7PM	0	0	144	20	164	0	0	0	51	51	0	0	0	104	104
8PM	0	0	100	20	120	0	0	0	51	51	0	0	0	104	104
9PM	0	0	0	0	0	0	0	0	35	35	0	0	0	75	75

Table 6: Existing Hourly Peak Parking Demand

Hour Beginning	Sunday					Wednesday					Thursday				
	Worship -9 AM	Worship - 11AM	Worship - 1PM	Worship - 6PM	Sunday	K-12 College	Class- rooms	Other Staff	Span. Service 7PM	Wednesday	K-12 College	Class- rooms	Other Staff	Bible Study	Thursday
7AM	0	0	0	0	0	15	15	10	0	40	15	15	10	0	40
8AM	12	0	0	0	12	30	30	15	0	75	30	30	15	0	75
9AM	45	25	0	0	70	30	30	15	0	75	30	30	15	0	75
10AM	45	160	0	0	205	30	30	15	0	75	30	30	15	0	75
11AM	12	207	0	0	219	30	30	15	0	75	30	30	15	0	75
Noon	0	207	20	0	227	30	30	15	0	75	30	30	15	0	75
1PM	0	155	90	0	245	0	30	15	0	45	0	30	15	0	45
2PM	0	20	90	0	110	0	30	15	0	45	0	30	15	0	45
3PM	0	0	40	0	40	0	30	15	0	45	0	30	15	0	45
4PM	0	0	0	0	0	0	15	15	0	30	0	15	15	0	30
5PM	0	0	50	0	50	0	0	15	0	15	0	0	15	0	15
6PM	0	0	153	20	173	0	0	5	0	5	0	0	5	25	30
7PM	0	0	153	20	173	0	0	0	56	56	0	0	0	165	165
8PM	0	0	100	20	120	0	0	0	56	56	0	0	0	165	165
9PM	0	0	0	0	0	0	0	0	35	35	0	0	0	80	80

Table 7: Future Hourly Average Parking Demand

Hour Beginning	Sunday					Wednesday					Thursday				
	Worship -9 AM	Worship - 11AM	Worship - 1PM	Worship - 6PM	Sunday	College	K-12 Class- rooms	Other Staff	Span. Service 7PM	Wednesday	College	K-12 Class- rooms	Other Staff	Bible Study	Thursday
7AM	0	0	0	0	0	15	15	10	0	40	15	15	10	0	40
8AM	17	0	0	0	17	30	30	15	0	75	30	30	15	0	75
9AM	65	34	0	0	99	30	30	15	0	75	30	30	15	0	75
10AM	65	213	0	0	278	30	30	15	0	75	30	30	15	0	75
11AM	17	279	0	0	296	30	30	15	0	75	30	30	15	0	75
Noon	0	279	34	0	313	30	30	15	0	75	30	30	15	0	75
1PM	0	213	114	0	327	0	30	15	0	45	0	30	15	0	45
2PM	0	0	114	0	114	0	30	15	0	45	0	30	15	0	45
3PM	0	0	68	0	68	0	30	15	0	45	0	30	15	0	45
4PM	0	0	0	0	0	0	15	15	0	30	0	15	15	0	30
5PM	0	0	85	0	85	0	0	15	0	15	0	0	15	0	15
6PM	0	0	245	34	279	0	0	5	0	5	0	0	5	43	48
7PM	0	0	245	34	279	0	0	0	87	87	0	0	0	177	177
8PM	0	0	170	34	204	0	0	0	87	87	0	0	0	177	177
9PM	0	0	0	0	0	0	0	0	60	60	0	0	0	128	128

Table 8: Future Hourly Peak Parking Demand

Hour Beginning	Sunday					Wednesday					Thursday				
	Worship -9 AM	Worship - 11AM	Worship - 1PM	Worship - 6PM	Sunday	College	K-12 Class- rooms	Other Staff	Span. Service 7PM	Wednesday	College	K-12 Class- rooms	Other Staff	Bible Study	Thursday
7AM	0	0	0	0	0	15	15	10	0	40	15	15	10	0	40
8AM	20	0	0	0	20	30	30	15	0	75	30	30	15	0	75
9AM	77	43	0	0	120	30	30	15	0	75	30	30	15	0	75
10AM	77	272	0	0	349	30	30	15	0	75	30	30	15	0	75
11AM	20	352	0	0	372	30	30	15	0	75	30	30	15	0	75
Noon	0	352	34	0	386	30	30	15	0	75	30	30	15	0	75
1PM	0	264	153	0	417	0	30	15	0	45	0	30	15	0	45
2PM	0	34	153	0	187	0	30	15	0	45	0	30	15	0	45
3PM	0	0	68	0	68	0	30	15	0	45	0	30	15	0	45
4PM	0	0	0	0	0	0	15	15	0	30	0	15	15	0	30
5PM	0	0	85	0	85	0	0	15	0	15	0	0	15	0	15
6PM	0	0	260	34	294	0	0	5	0	5	0	0	5	43	48
7PM	0	0	260	34	294	0	0	0	95	95	0	0	0	281	281
8PM	0	0	170	34	204	0	0	0	95	95	0	0	0	281	281
9PM	0	0	0	0	0	0	0	0	60	60	0	0	0	136	136

4. Parking Operations Analysis

The projected parking demand for the expanded PBC can be provided with a combination of several facilities. These include:

Currently Used

On-Site Lot – 71 spaces
Laser Fische – 212 spaces
MTA Blue Line Lot and adjacent on-street spaces

Future On-Site and Contracted Off-Site

On-Site Lot – 62 spaces (*spaces remaining after construction*)
Laser Fische – 212 spaces
Sunny Hills Palladium – 125 spaces
AIHS – 45 spaces
Carpenters Union Hall – 70 spaces
Salvation Army – 114 spaces
Total – 628 spaces

The on-site parking lot will accommodate 62 cars. During the peak parking periods the lot provides parking for some church officials, new visitors, and others requiring proximate parking. The lot also serves as a pick-up and drop off area before and after services. As previously noted, the lot is accessed via one driveway on 33rd Street and one driveway on Magnolia Avenue.

The parking garage at the Laser Fische site, 3545 Long Beach Boulevard, can provide up to 212 parking spaces on weekends and weekday evenings. While the garage is within possible walking distance, patrons using the garage will be shuttled between the garage and the church via one of the church's small shuttle buses. The buses are proposed to operate with approximately 5 to 10 minute headways.

The four other off-site parking facilities all have letters of agreement for their use and are proximate to the church campus. When these sites are needed to meet the parking demand, additional shuttle service will be added to pick-up and drop off people at those sites. Both the AIHS and Carpenters union are close enough to the Laser Fische site that an extension of that shuttle service could easily accommodate patrons at those lots. The Sunny Hills and Salvation Army sites would likely require additional buses be added to accommodate timely pick-up and drop off at those facilities.

Assuming an 85 percent utilization rate for the Laser Fische garage ($85\% \times 212 \approx 180$) and the Salvation Army Lot ($85\% \times 114 \approx 97$) on an average Sunday and the use of the on-site parking lot, the church would have available up to approximately 339 ($62 + 180 + 97$) parking spaces. This would exceed the demand during the highest demand hour on that day and on weekday evenings when the garage and lot are also available. With the on-site lot and Salvation Army lot parking the parking demand would also be met during the other days of the week. For peak attendance events, the church would need to provide

off-street parking for up to 400 cars. These additional spaces are available and contracted for through several facilities including the Carpenters Union, AISH, and Sunny Hills lots and garage.

As the church's attendance is not expected to increase to the maximum seating capacity overnight, it is not assumed that the maximum parking supply would need to be provided at the opening of the building. Rather, the peak capacity would be phased in as attendance and membership growth required. Therefore, the Sunny Hills, AISH, and Carpenters Union facilities while still under contract would only be used as demand warranted. As previously discussed, the church currently has contracts for these additional parking spaces and is in ongoing discussion with other facilities for additional spaces should any of these become unavailable.

The on-site parking lot is extensively managed by church staff including a formalized training and guide program. A copy of the church's latest draft program is included in the Appendix.

The parking shuttles will operate the same as they currently do and were previously discussed. The church currently owns three small shuttles (up to 25-passenger buses) and will provide additional shuttles as demand dictates. The shuttles to/from the Laser Fische site will operate on a 5- to 10-minute headway and will take about 15 minutes to complete one round trip. With the garage at full capacity and assuming only the drivers and a limited number of passengers would be shuttled (the remainder would be dropped off at the church before the vehicles are parked), it would take three to four buses to shuttle patrons to and from the garage within an hour before and after an assembly. The routes used by the various shuttles are illustrated in Figure 5.

With the 15-minute round trip a shuttle bus can make 4 trips per hour. At a capacity of 25 people per bus, one shuttle can carry up to 100 people per hour. With a capacity of 180 vehicles, it will take 3 buses to adequately serve the Laser Fische site as the majority of the patrons will arrive in about a 30-minute window during the hour.

To accommodate peak demand, 4 shuttle buses would be needed to service the Laser Fische garage. While the passenger capacity of the 3 25-passenger buses could fit 212 people in an hour, the headways would not allow enough patrons to board the buses within one-half hour of the start or end of the service. Therefore a fourth bus should be added to the schedule to better accommodate the peak Sunday demand. The AISH and Carpenters Union lots can be serviced as extensions of the Laser Fische route and could be accommodated by adding just one bus to the service fleet.

For the Salvation Army site, 2 shuttle buses would be required to make the 15-minute round trip between the lot and the church and shuttle up to 100 people. Buses can also be moved between the Laser Fische site and the Salvation Army site as needed to cover demand. When the Sunny Hills parking facility is used two separate buses will be needed to accommodate that site. In total, up to nine, 25-passenger shuttle buses would be needed to accommodate all of the off-site parking if it were fully utilized.



5. Access and Circulation Plan

Since some parents and Church attendees will pick-up and drop off people along the curbsfronts adjacent to the Church and school and in the parking lot, an access and circulation plan has been developed by the PBC staff. Copies of the draft plan worksheets for the higher parking demand events are presented in the report. This plan controls traffic as it moves through the PBC lot and along the adjacent curbsfront to help minimize congestion.

In addition to the on-site parking lot management, parking attendants will be located at the Laser Fische garage and Salvation Army lot to assist patrons with getting parked and to and from the shuttle bus stop.

The church uses a team of “Parking Ambassadors” to direct patrons to recommended parking locations and to educate patrons on the Church’s parking program. This program encourages patrons to park in the reserved off-street facilities that the church under contract and not in public spaces in the vicinity of the church. The Parking Ambassadors are located on in front of the Church, in the on-site parking lot, and along 33rd Street, Magnolia Avenue, and Cedar Avenue before and during the daytime Sunday services.

6. Recommendations

The Pacific Baptist Church will need to expand its parking supply to adequately accommodate the projected future parking demand as church patronage grows. Using the projected 70 percent increase in attendance, the church will need to provide parking in at least one additional off-site facility to accommodate the projected peak demand.

As shown in the report, for an average attendance week, the peak parking demand is expected to be for up to 327 spaces on Sunday, up to 87 spaces on Wednesday evening, and up to 177 spaces on Thursday evening. For peak attendance days, the peak Sunday occupancy is projected to be about 386 spaces, 95 spaces on Wednesday evening, and 281 spaces on Thursday evening. Weekday daytime parking is not expected to exceed about 75 spaces.

With the 62-space on-site lot, the currently contracted and used 212-space Laser Fische garage, and up to 114 spaces in the Salvation Army lot the project will have access to enough parking to accommodate the parking for a future average Sunday attendance and future peak weekday events. For the future peak attendance Sundays the church will need to add about another 100 off-site parking spaces. Weekday peak demand can be accommodated in the on-site lot and the Laser Fische or Salvation Army facility.

Because the church attendance is expected to grow over time and not be an instant increase in the number of service attendees, the increased supply of future parking can be phased in over several years as demand requires. However, all of the necessary parking supply is currently contracted and available. The church currently has agreements to lease

up to 566 offsite parking spaces proximate to the church campus in addition to the 62 on-site spaces. These additional spaces will be more than adequate to accommodate the church's peak parking demand.

The City and the church will work together to monitor the churches parking demand and implement the additional supply as needed. In addition, if required by the City the church will work with City staff to identify any church-related neighborhood parking issues and provide a program to address those issues to the satisfaction of the City's Traffic Engineer.

With the future peak attendance, the church will need to add two and possibly three additional small (25-passenger) shuttle buses to transport church attendees to between the church and the contracted remote parking facilities. For average attendance days, the church would need to provide up to three buses to serve the Laser Fische garage and two buses to service the Salvation Army lot. For peak Sundays, one additional bus should be added to service the Laser Fische site and the AISH and Carpenter's Union lots. If all of the contracted off-site parking is used the church would need to use up to nine 25-passenger shuttle buses to transport patrons between the off-site parking and the off-site parking.

Pacific Baptist Draft Parking Study v6 07-11-08.doc

Appendix

PBC Proposed Parking Plan Guidelines

1. We need minimum 6 attendants for each major service.

Sunday a.m./ Sunday p.m./ Thursday night.

2. Each attendant area (AA) will be in a section.. 1 through 6 (see maps)

3. Parking Attendants: Strategically placed.

One at the Magnolia Entrance and one at the end of that driveway coming into the lot, directing where traffic flows to... And an attendant telling people where to park...keeping visitor parking available for visitors. Another attendant in back of lot.

4. Parking Lot Classification: (basically who is allowed to park in the lot)

Elderly, Handicapped, Visitors, and newer people.

5. At the beginning of any service.

There should be a PA at their posts 45 minutes before the start of any main services. (see time schedule for clarification of the actual times by service and section)

6. Procedures if you can't make your scheduled shift.

If PA is unable to work their scheduled shift they are to let Kyle (or other) know AS SOON AS POSSIBLE. Please do not contact Kyle 10 minutes before you are suppose to be there. If you can't make it, that's fine, the objective is to find a replacement. You are responsible for finding a replacement before you ask Kyle. (Calling Kyle means you are letting him know that you will not be there and that you have found a replacement.)

7. Do not leave your post until your relief arrives.

Someone will be by to make sure you have been relieved. (exception: those PA who are at the end of the service. You may leave when your designated time is done)

8. Bus Routes are to come in off of Spring and go to Magnolia

9. Shuttle Pick up Drop Off... All will be done in the front of the church

Duties of Each Section

Section 1.

To point drivers into the lot for drop off. To assist the shuttle, parking, helping people on and off shuttle as needed. Keep church goers from parking in front of the neighbor's homes.

Section 2.

To show driver where to go. Either in over flow (back of lot) or to drop off point ... past entrance

Section 3.

To make sure drop off is smooth. Keeping pedestrians in the lot safe and moving through to the building quickly.

Making sure that all drop offs are past the door entrance.

Make sure non-visitors do NOT park in visitor parking.

Monitor if staff or college or other no allowed to park in lot, and make sure they are not.

Keeps drop offs and traffic flowing. Makes sure those that wish to get out of their car, parks into a stall first. (those that may want to or need to unload items, etc. Please do not let anyone parking in the traffic flow area)

Section 4.

Parking Attendant Lead. This is the one all other attendants will address any issues that took place during their shift. The Parking Attendant Lead will answer directly to Kyle. All attendants from that shift will answer to Section 4 PA ... for that shift...

Section 5.

This PA's job is to make sure that church goers do not park in front of neighbors, Help bus ministry with children if necessary. Make sure there isn't a bottle neck and to also help out section 6 if need be.

Section 6.

To help vehicles exit the lot in orderly fashion. Help direct flow of traffic. Keep one lane clear for Brethren traffic to enter and exit as needed. To assist Section 5 if need be.

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Appendix Table 1
Pacific Baptist Church Attendance 2007
Sunday Service

Sunday Morning Services																																						
Date	9 AM Service			11 AM Service																																		
	Total	Parking	Average Auto Occupancy	Arrive by Auto										Arrive With Parents					Arrive by Bus										Church Attendance		Sunday School Attendance		Total by Auto	Total by Bus	Total	Parking	Average Auto Occupancy	Church Attendee Avg Occ.
				Church			Sunday School							Church	Sunday School		Nursery		Church			Sunday School (Bus A)							By Auto	By Bus	By Auto	By Bus						
				E 11 am	Khmer	Total	Laos	E Adt	Flpno	K Adt	Total	SS Attend Church	Exclusive Attend	Jr. Ch	Beg	Jrs	Nursery	Total	Youth	A Bus	Total	A JH G	A JH B	A HS G	A HS B	A Bus	Total											
1/7	55	35	3.00	245	35	280	23	192	43	35	293	227	66	79	41	33	88	162	63	81	144	22	43	9	15	63	152	359	144	228	152	587	296	883	153	3.84	2.35	
1/14	60	37	3.00	271	29	300	24	194	48	29	295	223	72	81	47	30	105	182	43	81	124	22	34	11	14	59	140	381	124	254	140	635	264	899	163	3.90	2.34	
1/21	75	42	3.00	272	30	302	26	209	46	30	311	239	72	87	50	43	104	197	63	82	145	22	39	12	16	48	137	389	145	269	137	658	282	940	164	4.01	2.37	
1/28	67	39	3.00	252	33	285	22	207	50	33	312	240	72	87	48	38	99	185	68	90	158	21	39	12	14	66	152	372	158	257	152	629	310	939	169	3.72	2.20	
2/4	66	39	3.00	251	36	287	25	203	51	36	315	239	76	86	49	34	99	182	65	86	151	19	31	13	14	58	135	373	151	258	135	631	286	917	163	3.87	2.29	
2/11	61	37	3.00	244	29	273	17	189	39	31	276	220	56	72	44	37	96	177	56	63	119	16	36	11	14	51	128	345	119	233	128	578	247	825	160	3.61	2.16	
2/18	67	39	3.00	265	31	296	16	194	51	31	292	225	67	89	41	39	100	180	52	91	143	22	33	11	13	68	147	385	143	247	147	632	290	922	157	4.03	2.45	
2/25	67	39	3.00	318	27	345	27	201	49	27	304	228	76	131	45	45	96	186	55	140	195	25	36	15	14	141	231	476	195	262	231	738	426	1,164	164	4.50	2.90	
3/4	57	36	3.00	267	34	301	24	186	75	34	319	220	99	86	45	40	104	189	56	61	117	17	34	12	11	49	123	387	117	288	123	675	240	915	177	3.81	2.19	
3/11	76	42	3.00	260	37	297	21	184	51	41	297	225	72	99	50	37	103	190	67	78	145	26	34	12	14	62	148	396	145	262	148	658	293	951	169	3.89	2.34	
3/18	79	43	3.00	215	30	245	22	155	50	29	256	184	72	87	38	35	102	175	72	93	165	26	34	12	14	62	148	332	165	247	148	579	313	892	153	3.78	2.17	
3/25	56	36	3.00	205	36	241	21	167	44	27	259	194	65	98	41	29	88	158	54	85	139	18	36	13	13	58	138	339	139	223	138	562	277	839	151	3.72	2.25	
4/1	56	36	3.00	230	33	263	21	173	51	32	277	205	72	84	41	29	88	158	61	114	175	18	36	13	13	73	153	347	175	230	153	577	328	905	154	3.75	2.25	
4/8	64	38	3.00	370	29	399	23	210	58	33	324	243	81	109	48	38	100	186	100	123	223	21	37	12	13	190	273	508	223	267	273	775	496	1,271	165	4.70	3.08	
4/15	70	40	3.00	257	26	283	23	186	52	25	286	211	75	82	50	40	105	195	60	74	134	27	37	12	14	61	151	365	134	270	151	635	285	920	162	3.92	2.25	
4/22	67	39	3.00	250	26	276	21	185	55	32	293	217	76	77	44	35	102	181	46	87	133	21	37	12	16	77	163	353	133	257	163	610	296	906	158	3.86	2.23	
4/29	61	37	3.00	210	33	243	20	172	55	32	279	204	75	71	40	35	92	167	100	66	166	23	35	12	14	71	155	314	166	242	155	556	321	877	162	3.43	1.94	
5/6	54	35	3.00	321	39	360	19	186	65	36	306	222	84	82	49	40	109	198	68	85	153	21	37	11	16	80	165	442	153	282	165	724	318	1,042	160	4.53	2.76	
5/13	57	36	3.00	268	35	303	19	194	62	32	307	226	81	80	41	35	108	184	64	82	146	24	31	14	15	76	160	383	146	265	160	648	306	954	154	4.21	2.49	
5/20	55	35	3.00	246	28	274	19	167	52	28	266	195	71	80	46	38	112	196	60	71	131	22	38	11	16	49	136	354	131	267	136	621	267	888	156	3.98	2.27	
5/27	54	35	3.00	245	30	275	19	167	47	31	264	198	66	79	43	34	93	170	61	70	131	20	31	9	16	69	145	354	131	236	145	590	276	866	149	3.96	2.38	
6/3				291	34	325	19	176	60	31	286	207	79	80	48	36	89	173	63	131	194	23	34	11	15	70	153	405	194	252	153	657	347	1,004	171	3.84	2.37	
6/10				270	33	303	19	171	55	34	279	205	74	83	44	35	98	177	71	155	226	24	35	10	12	62	143	386	226	251	143	637	369	1,006	159	4.01	2.43	
6/17				268	29	297	18	174	67	26	285	200	85	83	44	34	90	168	76	121	197	20	31	16	24	66	157	380	197	253	157	633	354	987	165	3.84	2.30	
6/24				271	33	304	21	180	67	26	294	206	88	92	45	41	96	182	73	122	195	16	28	13	22	64	143	396	195	270	143	666	338	1,004	183	3.64	2.16	
7/1				286	31	317	18	186	64	31	299	217	82	82	45	37	85	167	74	131	205	17	24	12	22	74	149	399	205	249	149	648	354	1,002	207	3.13	1.93	
7/8				285	27	312	21	185	60	25	291	210	81	83	41	40	82	163	74	127	201	14	26	12	19	66	137	395	201	244	137	639	338	977	185	3.45	2.14	
7/15				271	30	301	20	175	54	30	279	205	74	87	46	38	89	173	79	129	208	17	28	12	19	66	142	388	208	247	142	635	350	985				
7/22				276	31	307	21	185	53	26	285	211	74	88	47	39	92	178	75	125	200	18	27	11	18	67	141	395	200	252	141	647	341	988				
7/29				273	33	306	13	188	52	24	277	212	65	89	39	39	86	164	63	124	187	15	26	12	22	68	143	395	187	229	143	624	330	954				
8/5				267	32	299	23	177	54	32	286	209	77	92	48	41	76	165	61	137	198	14	28	12	17	59	130	391	198	242	130	633	328	961				
8/12				271	32	303	29	189	52	33	303	222	81	81	44	43	84	171	85	150	235	18	24	11	19	67	139	384	235	252	139	636	374	1,010				
8/19				281	33	314	16	196	63	33	308	229	79	95																								

Appendix Table 2
Pacific Baptist Church Attendance 2007
Sunday Service

Sunday Afternoon Services																
1 PM Service																
	Church Attendance		Sunday School Attendance								Total by Auto	Total by Bus	Total	Parking	Church Attendee Avg Occ.	
	By Auto	By Bus	By Bus				By Auto			SS Attend Church						Exclusive Attend
Date	Span	B Bus	B Y G	B Y B	B Bus	Span	S Adt	Total								
1/7	117	140	16	6	129	64	53	268	117	151	117	291	408	67	2.33	
1/14	136	146	15	8	129	72	64	288	136	152	136	298	434	75	2.33	
1/21	141	145	14	3	144	70	62	293	132	161	141	306	447	78	2.33	
1/28	124	125	9	7	102	64	54	236	118	118	124	243	367	70	2.33	
2/4	126	121	11	8	98	64	51	232	115	117	126	238	364	71	2.33	
2/11	129	114	18	7	82	61	54	222	115	107	129	221	350	72	2.33	
2/18	128	144	17	10	133	71	57	288	128	160	128	304	432	72	2.33	
2/25	134	159	15	7	170	69	62	323	131	192	134	351	485	75	2.33	
3/4	123	135	17	8	108	76	47	256	123	133	123	268	391	70	2.33	
3/11	130	120	16	11	94	69	61	251	130	121	130	241	371	73	2.33	
3/18	124	114	16	11	94	69	53	243	122	121	124	235	359	70	2.33	
3/25	116	132	16	11	123	53	42	245	95	150	116	282	398	67	2.33	
4/1	122	129	14	10	119	65	57	265	122	143	122	272	394	69	2.33	
4/8	171	205	3	13	195	79	90	380	169	211	171	416	587	90	2.33	
4/15	135	145	15	8	122	73	57	275	130	145	135	290	425	75	2.33	
4/22	130	146	16	13	130	71	50	280	121	159	130	305	435	73	2.33	
4/29	124	135	17	10	126	74	50	277	124	153	124	288	412	70	2.33	
5/6	100	145	21	11	129	51	43	255	94	161	100	306	406	60	2.33	
5/13	99	135	15	10	134	64	35	258	99	159	99	294	393	59	2.33	
5/20	98	120	12	10	120	54	44	240	98	142	98	262	360	59	2.33	
5/27	91	122	13	10	103	54	36	216	90	126	91	248	339	56	2.33	
6/3	110	135	15	10	179	53	47	304	100	204	110	339	449	64	2.33	
6/10	117	129	18	12	182	53	58	323	111	212	117	341	458	67	2.33	
6/17	112	134	15	10	145	56	56	282	112	170	112	304	416	65	2.33	
6/24	107	140	17	11	184	50	49	311	99	212	107	352	459	63	2.33	
7/1	105	139	19	11	179	52	41	302	93	209	105	348	453	62	2.33	
7/8	110	132	22	12	134	57	40	265	97	168	110	300	410	64	2.33	
7/15	110	124	20	11	109	58	48	246	106	140	110	264	374	64	2.33	
7/22	105	111	20	12	110	57	48	247	105	142	105	253	358	62	2.33	
7/29	121	125	9	11	111	67	54	252	121	131	121	256	377	69	2.33	
8/5	115	92	13	5	110	60	55	243	115	128	115	220	335	66	2.33	
8/12	111	91	18	7	83	59	49	216	108	108	111	199	310	65	2.33	
8/19	111	114	16	6	97	52	40	211	92	119	111	233	344	65	2.33	
8/26	102	92														
9/2	95	110	12	8	91	50	42	203	92	111	95	221	316	58	2.33	
9/9	109	109	13	7	92	57	43	212	100	112	109	221	330	64	2.33	
	4,166	4,654	533	325	4,390	2,168	1,792	9,208	3,960	5,248	4,136	9,810	13,946	2,369	82	
Average	114	127	16	9	123	61	50	260	112	148	117	276	393	67	2.33	
Max														90		
											30.0%	70.0% : Mode Split				

Note: Attendance and parking demand data provided by Pacific Baptist Church

Pacific Baptist Church Attendance 2007
Weekday Services

Sunday Night									Date Week Beginning	Wednesday Night			Thurs. Night				
Date						Total	Parking	Church Attendee Avg. Occ.		Spanish Service			Bible Study				
	By Auto									Attendance	Parking	Total Average Auto Occupancy	By Auto		Total	Parking	Total Average Auto Occupancy
	Eng S	Ptch	Kmer	Nursery with Parents	Includes 17 spaces reserved for church staff												
1/7	250	99	15	31	395			1/7	65	45	2.33	231	58	289	77	3.88	
1/14	239	127	14	46	426			1/14	90	56	2.33	244	76	320	99	3.88	
1/21	254	121	14	43	432			1/21	85	53	2.33	245	70	315	98	3.88	
1/28	249	117	13	43	422			1/28	82	52	2.33	246	73	319	99	3.88	
2/4	248	120	14	44	426			2/4	88	55	2.33	287	76	363	111	3.88	
2/11	311		17	74	402			2/11	91	56	2.33	278	76	354	108	3.88	
2/18	247	104	16	41	408			2/18	75	49	2.33	265	72	337	104	3.88	
2/25	229	76	15	49	369			2/25	83	53	2.33	205	56	261	84	3.88	
3/4	246	118	9	48	421			3/4	75	49	2.33	160	30	190	66	3.88	
3/11	240	107	14	51	412			3/11	86	54	2.33	263	51	314	98	3.88	
3/18	229	112	12	45	398			3/18	90	56	2.33	243	44	287	91	3.88	
3/25	320		13	48	381			3/25	75	49	2.33	235	38	273	87	3.88	
4/1	253	119	12	50	434			4/1	80	51	2.33	250	40	290	92	3.88	
4/8	241	114	15	49	419			4/8	80	51	2.33	287	50	337	104	3.88	
4/15	245	119	9	61	434			4/15	75	49	2.33	295	54	349	107	3.88	
4/22	237	113	10	64	424			4/22	70	47	2.33	335	78	413	123	3.88	
4/29	219	102	12	58	391			4/29	65	45	2.33	193	31	224	75	3.88	
5/6	273	108	12	64	457			5/6	75	49	2.33	328	62	390	118	3.88	
5/13	254	91	13	55	413			5/13	70	47	2.33	285	59	344	106	3.88	
5/20	270	104	14	58	446			5/20	75	49	2.33	275	58	333	103	3.88	
5/27	261	90	12	50	413			5/27	74	49	2.33	276	55	331	102	3.88	
6/3	249	108	15	62	434			6/3	80	51	2.33	289	41	330	102	3.88	
6/10	264	95	13	45	417			6/10	75	49	2.33	321	54	375	114	3.88	
6/17	280	106	15	60	461			6/17	79	51	2.33	329	54	383	116	3.88	
6/24	352	112	16	53	533			6/24	85	53	2.33	290	53	343	105	3.88	
7/1	300	108	12	55	475			7/1	79	51	2.33	285	52	337	104	3.88	
7/8	297	110	14	52	473			7/8	80	51	2.33	279	54	333	103	3.88	
7/15	279	105	12	50	446			7/15	85	53	2.33	285	55	340	105	3.88	
7/22	280	110	14	56	460			7/22	81	52	2.33	280	56	336	104	3.88	
7/29	272	99	9	58	438			7/29				517	57	574	165	3.88	
8/5	294	91	20	46	451			8/5	79	51	2.33	305	59	364	111	3.88	
8/12	313	112	14	57	496			8/12	85	53	2.33	299	58	357	109	3.88	
8/19	304	115	14	53	486	140	3.09	8/19	81	52	2.33	320	57	377	114	3.88	
8/26	352	89	15	64				8/26	82	52	2.33	301	59	360	110	3.88	
9/2	296	115	16	41	468	139	3.07	9/2	70	47	2.33	336	59	395	119	3.88	
9/9	294	122	13	54	483	153	2.80	9/9	55	41	2.33	315	68	383	116	3.88	
	9,741	3,658	487	1,878	15,244	432	9		2,745	1,771	82	10,177	2,043	12,220	3,749	140	
Average	271	107	13	52	436	144	2.99	Average	78	51	2.33	283	57	340	104	3.88	
						153		Max		56					165		

Note: Attendance and parking demand data provided by Pacific Baptist Church

(Blue line denotes Easter Sunday)