

September 23, 2025

BrieAnna Grandy
Development Services | Senior Planner
Town Hall
100 N. Wilcox Street
Castle Rock, CO 80104

SUBJECT: Meadows Medical Plaza
Joint Use of Required Parking Study / Parcel Number: 2351-342-01-004

Dear Ms. Grandy:

The purpose of this letter is to submit the enclosed "Joint Use of Required Parking Study" in support of a project that seeks to construct a new Medical Office Building on a previously platted parcel that is currently developed with the New Hope Presbyterian Church at 3737 New Hope Way. The overall project subdivides the existing lot into two (2) separate lots that would permit the joint use of parking between the following site uses:

Existing New Hope Presbyterian Church	624 main assembly seats plus 5,190 SF of assembly room space plus 2,075 SF of church office space
Existing New Hope Preschool (Day Care Center)	72 students and 28 employees
Future Medical Office Building	54,924 GSF or 43,620 GLA

As shown on Table 1 on the following page, the resulting minimum parking requirements for the site, inclusive of the future medical office building, will be 503 spaces. The proposed parking supply will provide 324 spaces. As supported by the joint use parking study, the proposed parking supply would adequately serve the future mix of uses.

The Applicant is requesting that the Town's Director of Development Services administratively grant **the approval for the joint use of required parking spaces** in accordance with Title 17 - Chapter 17.54.060 of the Municipal Code.

In support of the request, the included "Joint Use of Required Parking Study" has been prepared to demonstrate that joint use parking justifies the proposed parking supply based on the peak parking demands of the site uses occurring at different times.

As also evaluated in the joint use of parking model, limited Special Events at the church may continue to occur during non-holiday weekdays under the following recommendations:

- 6 AM to 4 PM should be limited to $\pm 20\%$ of the main assembly area (or ± 125 seats)
- 4 PM to 7 PM should be limited to $\pm 50\%$ of the main assembly area (or ± 312 seats)
- 7 PM or after is permitted to use 100% of the main assembly area (or ± 624 seats)

Additional flexibility to the above may occur if regularly scheduled church groups are rescheduled or postponed to best accommodate a Special Event.



Table 1 – Municipal Code Minimum Required Parking and Proposed Parking Supply

Building	Use	Amount	Units	Applicable Parking Rate Required by Municipal Code (1) (2) (3) (4) (5)	Total Required Spaces	
Existing - New Hope Presbyterian Church	Main Assembly	624	Seats	1 space/3 seats	208	243
	Other Assembly	5,190	SF	5 spaces/1,000 SF of assembly room space	26	
	Accessory Office	2,075	SF	4 spaces per 1,000 SF of GLA	9	
Existing - New Hope Presbyterian Church	Day Care Center	72	Students	1 space/6 children	12	41
		28	Employees	1 space/employee	28	
				1 space/facility-owned vehicle	0	
				1 passenger loading space	1	
Future - Medical Office Building	Medical Office	43,620	SF of GLA	5 spaces/1,000 SF of GLA	219	219
					Total Code Required Spaces	503
					Total Provided Spaces	324
					Difference: Total Provided "minus" Total Code Required Spaces	-179
					Joint Use Weekday Peak Hour Parking Demand (6)	281
					Joint Use Weekend Peak Hour Parking Demand	243

Note(s):

(1) The minimum parking ratios are based on Title 17 - Zoning, Chapter 17.54 - Off Street Parking.

(2) Church, Public Assembly: 1 space for each 3 fixed seats in the main assembly area plus 5 spaces per 1,000 sq. ft. of floor area for other rooms used for assembly plus required spaces for each additional use.

(3) Day Care Center: 1 space per employee plus 1 space per 6 children plus 1 space per facility-owned vehicle plus a passenger loading space.

(4) Medical Office: 5 spaces per 1,000 sq. ft. of GLA

(5) The parking requirement for church "special events" are included in the parking requirement for the church's main assembly space.

(6) The joint use parking requirement of 281 spaces represents a typical weekday peak condition without a "special event". The hourly difference in spaces between the joint use weekday demand and proposed parking supply (324 spaces) provides the number of excess spaces that could support a limited "special event" for the church during a non-holiday weekday.

We hope the information provided herein and the "Joint Use Parking Study" fully supports the Town's review to administratively grant the joint use of required parking spaces. Please let me know if you have any questions and/or might require any additional information.

Sincerely,
GALLOWAY & COMPANY, INC.



Kevin Fellin P.E., Sr. Transportation Engineering Project Manager
KevinFellin@GallowayUS.com

Enclosures: a/s

Galloway

JOINT USE OF REQUIRED PARKING STUDY

MEADOWS MEDICAL PLAZA & NEW HOPE PRESBYTERIAN CHURCH

**Parcel Number: 2351-342-01-004
Town of Castle Rock, CO**

**PREPARED FOR:
Dormie Capital Partners**

**PREPARED BY:
Kevin Fellin, PE**

**Galloway & Company, Inc.
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111**

**DATE:
April 11, 2025
Revised July 22, 2025
Revised September 23, 2025**

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I. Introduction

Purpose

On behalf Dormie Capital Partners, the purpose of this report is to justify a joint use of required parking request based on the “parking needs of all the uses can be accommodated through joint use of parking with varying time periods of use” (Municipal Code 17.54.060).

The subject uses that will be evaluated under this joint use of parking study is the proposed future Medical Office Building (MOB) that will share parking with the existing New Hope Presbyterian Church that includes a child day care center use. The details for each use are summarized below:

- Existing New Hope Presbyterian Church: 624 main assembly seats
plus 5,190 SF of assembly room space
plus 2,075 SF of church office space
- Existing New Hope Preschool (Day Care Center): 72 students and 28 employees
- Future Medical Office Building: 54,924 gross square feet (GSF)
or 43,620 gross leasable area (GLA)*

**According to Chapter 17.54.040, Gross leasable area (GLA) shall be defined as that portion of the gross floor area available to leasing to a tenant, and excluding common areas, such as lobbies, stairwells and elevators, restrooms, storage, utility and equipment rooms.*

Site Location

As shown on Figure 1-1, the project is located within the Town of Castle Rock, Colorado, immediately south of the Meadows Boulevard/Prairie Hawk Drive/Meadows Parkway intersection. The diamond shaped site is bordered by Meadows Parkway on its northwest side, Prairie Hawk Drive on its northeast side, New Hope Way on its southeast side, and Red Hawk Drive on its southwest side. The street address for the existing church to remain is 3737 New Hope Way. The project site is also identified as Lot 1, The Meadows Filing No. 21. The property that comprises the overall development (future MOB and existing church) is approximately 6.7627 acres in size and is identified as Douglas County Parcel Number 2351-342-01-004.

Background

The site has been previously platted and is currently developed and contains a church building with an asphalt parking area. The site is contained in the Northwest Quarter of Section 34, Township 7 South, Range 67 West of the 6th Principal Meridian, Douglas County Colorado. Specifically, that tract of land being a portion of “The Meadows – Filing No. 3” as recorded under reception No. 8802433 of the records of said Douglas County, together with all of Tract HH and a portion of Tract FF, both of “The Meadows Filing No. 18”, as recorded under reception No. 2005055505 of said records, together with a portion of that parcel of land described under reception no. 9733595.

The Applicant is processing a zoning application that seeks to subdivide the existing lot (Lot 1) into two (2) separate lots. The new lot of ±1.50 acres will support a 3-story medical office building that would be approximately 54,924 GSF (or 43,620 GLA). This proposed subdivided lot will be re-zoned to the PD Zone. The proposed improvements to the overall site include the new MOB, parking lot expansion, wet/dry utilities and landscaping in common areas. The proposed development plan is shown on Figure 1-2.

Joint Use of Parking Spaces

The analysis of the joint use of required parking is presented herein to determine the estimated cumulative joint use parking demand for the existing church, existing child day care center use, and future MOB when accounting for the different operating times and hourly demands for each use. The analysis utilizes the methodologies outlined in the Urban Land Institute (ULI) Shared Parking, 3rd Edition to identify the peak time of day factors for the MOB and Day Care Center uses with supplemental information provided by the existing church and other available information. Upon consideration of all the hourly demands for the proposed mix of uses, the excess available spaces were analyzed to determine a magnitude of church special events that would be feasible during a typical non-holiday weekday when the primary uses are in operation.

Sources of data for this analysis include, but are not limited to, the files and library of Galloway & Company, Inc., Dormie Capital Partners, New Hope Presbyterian Church, New Hope Preschool, Yow Architects PC, NavPoint Real Estate Group, Town of Castle Rock, CO, and the ULI Shared Parking, 3rd Edition methodologies.



FIGURE 1-1
SITE LOCATION

MEADOWS MEDICAL PLAZA
CASTLE ROCK, CO



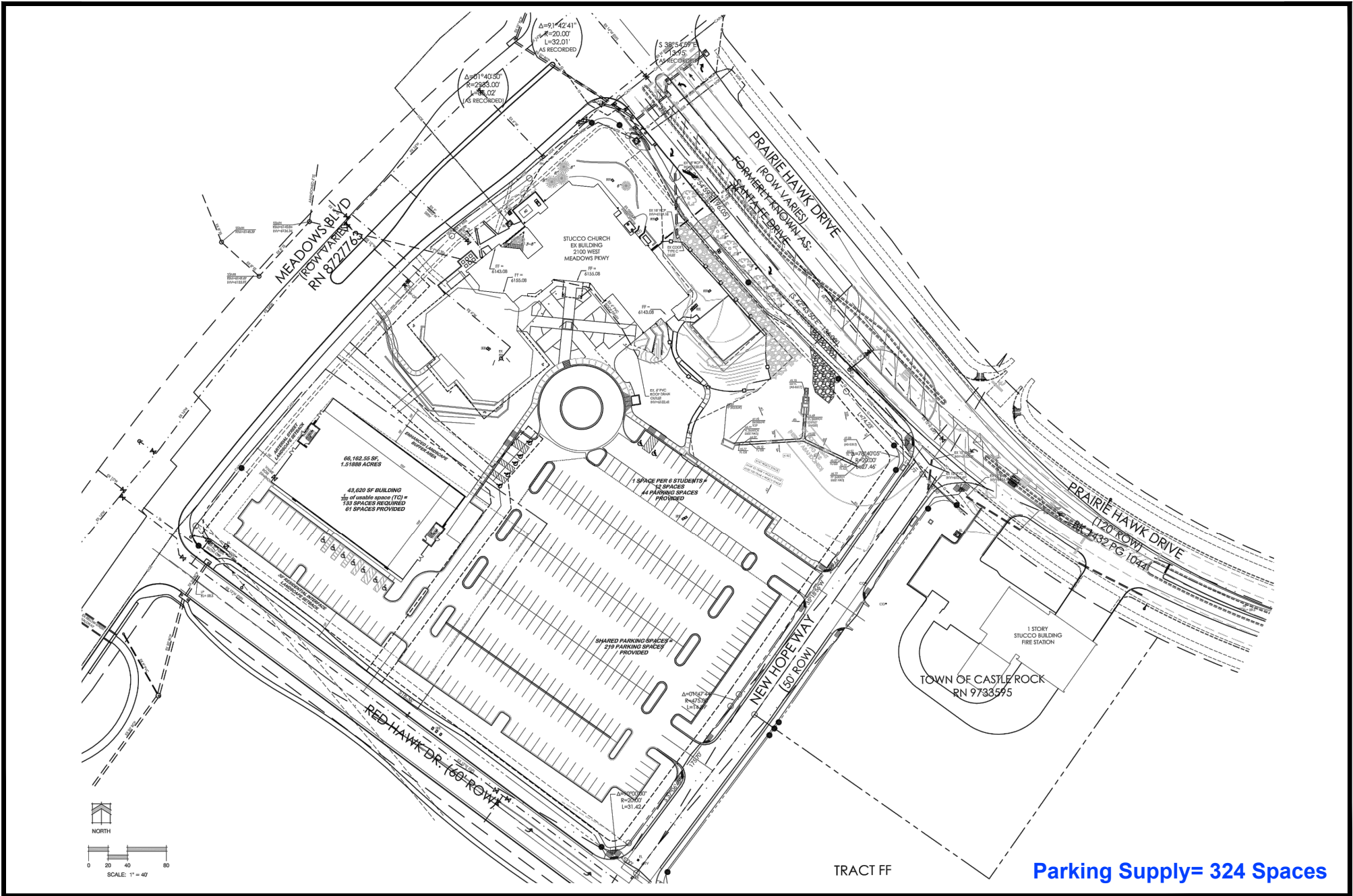


FIGURE 1-2
SITE PLAN

MEADOWS MEDICAL PLAZA
CASTLE ROCK, CO



II. Joint Use of Parking Analysis

Joint Use Parking Concept

The ULI Shared Parking, 3rd Edition publication has established a shared (aka joint use) parking model and methodology for determining parking demands for various types of development. Parking requirements are calculated through a shared use analysis that includes the following steps:

1. Determine individual weekday and weekend peak parking ratios for each land use.
2. Determine the number of reserved parking spaces for each use, if applicable.
3. Select time-of-day and monthly parking variation factors.
4. Adjust parking ratios for modal split, auto occupancy, and captive market effects.
5. Calculate the hourly parking demand for weekdays and weekends for each month.

This methodology is especially useful in cases such as the subject property where a single parking space may be used by various uses. Because each land use within a development may experience a peak parking demand at different times of day or different months of the year relative to the other land uses on-site, the actual peak parking demand of the subject development may be less than if the peak parking demand of each land use was considered separately. For example, the MOB use experiences peak parking demands during the weekday midday hours while a place of worship experiences peak demands on a Sunday morning/mid-day.

Right-sizing parking for a mix of uses mitigates over parking a site. Providing more spaces than needed creates unnecessary impervious area which exacerbates surface runoff, creates heat island effects, and results in reduced green space.

Town of Castle Rock's Provision for the Joint Use of Required Parking Spaces

The Castle Rock Municipal Code, Title 17/Chapter 17.54 – Off-Street Parking/17.54.060 –provides an opportunity for an approval process to establish a parking supply based on the joint use of required spaces resulting from different peak hours for uses comprising a mixed-use scenario. Based on the characteristics of each use, the peak parking demands for the MOB, church uses, and child day care center are anticipated to occur at different times. Therefore, a joint use parking scenario can be applied to the proposed uses due to variations in the hours of peak parking demand.

The Castle Rock Municipal Code states the following key excerpts under “17.54.060 – Joint use of parking spaces”:

Joint use of required parking spaces may be approved by the Director of Development Services where an owner or developer can document that two (2) or more separate uses are able to share parking spaces because their respective hours of peak operation do not overlap. Only when it can be clearly shown that the uses have substantially different operating hours shall the joint use parking arrangement be approved. The following criteria shall be used to evaluate whether such joint use of parking spaces may be granted:

- A. Analysis showing that the peak parking times of the uses occur at different times, the size of each use and the twelve- to twenty-four-hour parking demand characteristics of each use. Daily, weekly and monthly variations in parking demand must also be presented for consideration.*
- B. Provision that the location and number of parking spaces being shared is large enough for the total peak demands of all uses and that the spaces are conveniently located for all uses.*
- C. Occupancy factors for the uses in order to determine the rates and times of utilization of the parking spaces should be considered in the analysis.*

Proposed Joint Use of Parking Uses

In order to facilitate the uses at the subject property, the Applicant is seeking the approval for the joint use of require spaces when considering the following mix of uses:

- Existing Use: 624 seats, 5,190 SF of assembly room space of Church use, plus 2,075 SF of church office space
- Existing Use: 72 students and 28 employees for a Day Care Center within a Church use
- Future Use: 54,924 GSF or 43,620 GLA of MOB

In addition, to the extent the joint use parking analysis provides excess spaces during a typical non-holiday weekday, the parking assessment provides recommendations for limited sized Special Events that could be adequately accommodated.

Minimum Parking Requirements for Joint Use of Parking Study

As shown on Table 2-1, based on the strict application of the minimum parking requirements as set forth by the Castle Rock Municipal Code (Title 17/Chapter 17.54 – Off-Street Parking), the subject site that includes the future MOB use would require a minimum of 503 spaces.

Table 2-1: Municipal Code Minimum Parking Requirements for Joint Use Study

Building	Use	Amount	Units	Applicable Parking Rate Required by Municipal Code (1) (2) (3) (4) (5)	Total Required Spaces	
Existing - New Hope Presbyterian Church	Main Assembly	624	Seats	1 space/3 seats	208	243
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					Total Code Required Spaces	503
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Note(s):

(1) The minimum parking ratios are based on Title 17 - Zoning, Chapter 17.54 - Off Street Parking.

(2) Church, Public Assembly: 1 space for each 3 fixed seats in the main assembly area plus 5 spaces per 1,000 sq. ft. of floor area for other rooms used for assembly plus required spaces for each additional use.

(3) Day Care Center: 1 space per employee plus 1 space per 6 children plus 1 space per facility-owned vehicle plus a passenger loading space.

(4) Medical Office: 5 spaces per 1,000 sq. ft. of GLA

(5) The parking requirement for church "special events" are included in the parking requirement for the church's main assembly space.

(6) The joint use parking requirement of 281 spaces represents a typical weekday peak condition without a "special event". The hourly difference in spaces between the joint use weekday demand and proposed parking supply (324 spaces) provides the number of excess spaces that could support a limited "special event" for the church during a non-holiday weekday.

Joint Use of Parking Methodology

The Town of Castle Rock's minimum parking requirements established the baseline parking requirement for each use and the hourly distributions for each use based on ULI (and applicable assumptions), historical data, and unique hours of operations were considered as inputs into the joint use parking model as described below:

Church/Existing New Hope Presbyterian Church. The New Hope Presbyterian Church delivers a single Sunday service that begins at 9:30 AM. ULI does not provide hourly parking demands for a Sunday worship, so the Sunday hourly parking demands were derived from historic Sunday parking occupancy counts available in our library of data that were collected at another church site with a single Sunday service. ULI provides typical weekday parking rates for a church office which are assumed to operate similar to a typical office use. The weekday hourly accumulation for the church assembly room space generally based of office visitor hourly demand

with adjustments to best capture actual weekday church operations/group activities as reported by the New Hope Presbyterian Church.

The visiting groups and activities that occur at the New Hope Presbyterian Church vary by the day of the week and week of the year. A vast majority of the groups, including its largest group (choir rehearsal), utilize the church during the off-peak weekday evening hours. A detailed breakdown of each visiting group and/or activity that utilizes the New Hope Presbyterian Church is summarized in Table 2-2 which are broken down by hour of the day and number of attendees. The daily totals for each day of the week is also provided in Table 2-2 to capture the varying daily totals. In the interest of conservatism, it was assumed each attendee drives alone. In other words, there was no assumption for carpooling or circumstance where spouses and/or friends and family may drive together.

Child Day Care Center/Existing New Hope Preschool. The ULI “Shared Parking”, 3rd Edition provides weekday hourly parking demands for a typical child day care center that begins receiving children as early as 7 AM with final child pick-ups occurring as late as 7 PM. The hourly parking demand for a day care center employees and visitors is based on the ULI “Shared Parking”, 3rd Edition. According to ULI, the typical hourly day care center demand on a Sunday is zero (0) percent of the weekday demand.

The New Hope Presbyterian Church operates the “New Hope Preschool” (ages 2.5 to 5 years old) which operates similar to a day care center except its hours of operation occur from 9 AM to 1 PM during Monday through Thursday with staggered arrivals based on the age group. As a result, the ULI hourly distributions were adjusted to best match actual operations. It should be noted that not all children attend all four (4) available weekday sessions and parents have the choice of choosing a 2-day, 3-day, or 4-day weekly preschool session. In the interest of conservatism, it was assumed all children attend each school day (Monday through Thursday). It should be noted that the preschool drop-off/pick-ups predominantly occur within the church’s ceremonial drop-off circle and do not occupy the site’s parking spaces.

Medical Office Use (MOB)/Future Use. The hourly parking demand for MOB employees and visitors is based on the ULI “Shared Parking”, 3rd Edition. ULI parking rates provide the basis to breakdown the Town’s minimum medical office parking requirement into “Employees” and “Visitors”. According to ULI, the typical hourly medical office demand on a Sunday is zero (0) percent of the weekday demand.

Transit Mode Split/Internal Capture

No adjustments to the joint parking analysis were made to account for site employees and/or visitors that may arrive by transit or other modes of transportation (e.g. drop-off/pick-up, carshare, walk, bike, etc.). No adjustments to the joint parking analysis were made to account for future employees of the MOB that may utilize the on-site day care use for their child care needs (internal capture) further reducing parking demands. As a result, this parking study should be considered conservative.

Joint Use of Parking Monthly Factors

According to the ULI's "Shared Parking", 3rd Edition, the monthly seasonal (employee/visitor) factors for the MOB, church office use, and child day care center would share the same common peak months. As a result, no individual use was adjusted for a seasonal monthly factor that would peak at a different month as the other uses.

Use/Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Day Care Center	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Office (Church)	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Medical/Dental	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Source: Obtained from ULI "Shared Parking" 3rd Edition.

Joint Use of Parking Analysis Results

The joint use parking model for each weekday and Saturday/Sunday period in consideration of the methodology described above is presented on Table 2-3 (Monday through Friday) and Table 2-4 (Saturday & Sunday), respectively. Corresponding hourly line graphs are presented on Chart 2-1 (weekday) and Chart 2-2 (Saturday & Sunday). Even though church services typically occur on Sunday, the Saturday assessment was assumed to operate equivalent to a Sunday when considering potential weddings or funerals that may occur on Saturday.

The same peak parking demand scenario was assumed for each weekday (Monday through Friday) that would account for all current church events summarized on Table 2-2 and the typical MOB and day care use operations.

Weekday Monday through Friday Results (Table 2-3 and Chart 2-1): The peak parking demand on a typical weekday (without Special Events) occurs at approximately 10 AM when 281 parking spaces would be required to meet the site's peak hourly parking demand.

Saturday & Sunday Results (Table 2-4 and Chart 2-2): The peak parking demand on a typical Saturday & Sunday occurs at approximately 10 AM when 243 parking spaces would be required to meet the site's peak hourly parking demand. It should be noted that the MOB and day care center uses are closed on Saturday and Sunday.

An overall summary of the peak parking demand results for each day evaluated is shown on Chart 2-7.

Weekday Special Events and Joint Use of Parking

Special church events that may occur during non-holiday weekdays (Monday through Friday) when the MOB and day care center is operating were considered in the joint use parking model to recommend and provide guidance on the appropriate size of special event during the site's peak demand periods. These special events may include funerals, other religious ceremonies, and/or larger church related events. These events should be coordinated with the MOB use which may provide excess parking if not fully leased. In addition, weekly church activities may need to be rescheduled or postponed. Under extraordinary circumstances, church events may either need to be scheduled on a Saturday and/or seek parking attendants to maximize the site's parking supply and/or utilize off-site parking with a shuttle service.

Special Events were evaluated in the joint use parking model and assumed to occur in the main assembly space of the church. To determine the appropriate size for Special Events during non-holiday weekdays, the excess spaces during each hour was determined. This was accomplished by considering the proposed parking supply (324 spaces) and the available excess spaces that would be available after determining the hourly parking demands for the Medical Office Building, New Hope Preschool, church activities associated with the other rooms for assembly, and the accessory church office space. The excess spaces were then assumed available for Special Events and were then converted to a number and percent of seats in the main assembly area.

Based on a review of the results on Table 2-3, while there are variations of excess spaces, a conservative approach was to take the most restrictive time period to establish a recommendation of what percent of the main assembly area could be used for a special event on a typical weekday. The size recommendations for Special Events at the church on a weekday are as follows:

- 6 AM to 4 PM should be limited to $\pm 20\%$ of the main assembly area (or ± 125 seats)
- 4 PM to 7 PM should be limited to $\pm 50\%$ of the main assembly area (or ± 312 seats)
- 7 PM or after is permitted to use 100% of the main assembly area (or ± 624 seats)

Table 2-2: Weekday Church Groups and Activities by Hour and Day of the Week

Church Group/ Activity See Note 1	CR Community Ringers	LV Plano Duo	DC Pride Parent Group	Al-Anon	Al-Anon	Civil Air Patrol	Girl Scouts 3325/2507	Cub Scouts 781	Boy Scouts 260	Boy Scouts 780	CR Quilt Club	Cloverleaf	Retired Guys Drinking Coffee	Choir Rehearsal	UTH Group	Women's Bible Study Morning	Women's Bible Study Evening	NHP Women's Book Club	Board of Stewarts	Woman's Bunco	Totals By Day of the Week: Church Weekday Visitor Parking Demands for Hosted Activities/Groups						
Period	Weekly	Weekly	Monthly, 2nd Thursday	Weekly	Weekly	Weekly	Monthly, 1st/3rd Thursday	Weekly	Weekly	Monthly, Not 1st Thursday	Monthly, 1st Tuesday	Weekly	Weekly	Weekly	Weekly	Monthly, 2nd/4th Fridays	Weekly	Monthly, 2nd Thursday	Weekly	Monthly, 1st Monday	Monday	Tuesday	Wednesday	2nd Thursday	Friday	Day	
Day	Tuesday	Random Weekday	Thursday	Monday	Tuesday	Monday	Thursday	Tuesday	Tuesday	Thursday	Tuesday	Mon/Tue/ Wed/Thurs	Wednesday	Wednesday	Wednesday	Friday	Monday	Thursday	Tuesday	Monday	Monday	Monday	Tuesday	Wednesday	2nd Thursday	Friday	Day
Hours Attendees	4-6 PM 15	9-11 AM 2	6-7:30 PM 20	7-8 PM 15	11-12:30 PM 15	7-9 PM 15	5:30-7 PM 10	6-7 PM 10	7-9 PM 10	7-9 PM 10	6-9 PM 10	9-3 PM 15 see Note 2	8:30-9:30 AM 15	7-9 PM 40	6:30-8:45 PM 10	10-12 PM 15	6-8 PM 10	7-8 PM 10	4:30-6 PM 8	1-3 PM 8						Hours Attendees	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6:00 AM	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:00 AM	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8:00 AM	
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	15	0	0	0	0	0	0	0	0	4	4	19	4	2	9:00 AM
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	15	0	0	0	0	0	4	4	4	4	17	10:00 AM
11:00 AM	0	2	0	0	15	0	0	0	0	0	0	2	0	0	0	15	0	0	0	0	0	4	19	4	4	17	11:00 AM
12:00 PM	0	0	0	0	15	0	0	0	0	0	0	2	0	0	0	15	0	0	0	0	0	2	17	2	2	15	12:00 PM
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10	2	2	2	0	1:00 PM
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10	2	2	2	0	2:00 PM
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	10	2	2	2	0	3:00 PM
4:00 PM	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	4:00 PM
5:00 PM	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	23	0	0	0	5:00 PM
6:00 PM	15	0	20	0	0	0	10	10	0	0	10	0	0	0	0	0	10	0	8	0	0	10	43	0	20	0	6:00 PM
7:00 PM	0	0	20	15	0	15	10	10	10	10	10	0	0	40	10	0	10	10	0	0	0	40	30	50	40	0	7:00 PM
8:00 PM	0	0	0	15	0	15	0	0	10	10	10	0	0	40	10	0	10	10	0	0	0	40	20	50	20	0	8:00 PM
9:00 PM	0	0	0	0	0	15	0	0	10	10	10	0	0	40	0	0	0	0	0	0	0	15	20	40	10	0	9:00 PM
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:00 PM
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11:00 PM
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00 AM

Note(s):
(1) Information provided by the New Hope Presbyterian Church.
(2) The Cloverleaf group is made up predominately of home schooled children who are dropped off and do not drive. Two spaces were estimated to account for adult group leaders.



Meadows Medical Plaza & New Hope Presbyterian Church – Joint Use of Required Parking Study
Town of Castle Rock, Colorado

Table 2-3: Typical Monday through Friday – Joint Use Parking Analysis

WEEKDAY	New Hope Presbyterian Church								New Hope Preschool								Medical Office Building							
Notes	-Special Events were evaluated in the joint use parking model and assumed to occur in the main assembly space of the church. To determine the appropriate size for Special Events during non-holiday weekdays, the excess spaces during each hour was determined. This was accomplished by considering the proposed parking supply (324 spaces) and the available excess spaces that would be available after determining the hourly parking demands for the Medical Office Building, New Hope Preschool, church activities associated with the other rooms for assembly, and the accessory church office space. The excess spaces were then assumed available for Special Events and then converted to seats and % seats of the main assembly area. - Other rooms for assembly: Weekday hourly accumulations based on a modified version of the "ULI Shared Parking Model" accumulation's for office visitors to account for the maximum daily events as currently reported by the church. (See Table 2-2) - Weekday church office parking demands are based on the "ULI Shared Parking Model" accumulations for office employees and visitors.								Weekday analysis is based on the weekday parking requirement. Weekday employee and visitor hourly accumulations are based on a modified version of the "ULI Shared Parking Model" accumulations for a day care center as a result of shorter day for the preschool.								Weekday analysis is based on weekday parking requirement. Weekday employee and visitor hourly accumulations are based on a modified version of the "ULI Shared Parking Model" accumulations for a Medical/Dental Office.							
Program	624 seats		5,190 SF		2,075 SF				72 Students 28 Employees				43,620 GLA											
Municipal Code Parking Rate (1) (2)	1 space/3 seats of main assembly space		5 spaces/1,000 SF for assembly room space		4 spaces per 1,000 SF of GLA for accessory church office space				1 space/6 children + 1 space/employee + 1 passenger loading space				5 spaces/1,000 SF of GLA				Total (Joint Parking Results without Special Event)		Total (Joint Parking Results with a Max Special Event by Hour)					
Municipal Code Minimum Req. Parking Spaces	208		26		9				41				219				503							
Required Spaces by User Type	Special Event/Main Assembly (3) 208			Other Assembly 26		Employees 8		Visitors 1		Employee 28		Visitors 12		Employee 76		Visitors 143		---						
Beginning Hour	% of Use	Max. Permitted Seats for Event	Excess Spaces for Event	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces							
6:00 AM	100%	624	208	0%	0	3%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	208					
7:00 AM	100%	624	208	1%	0	15%	1	1%	0	50%	14	2%	0	20%	15	0%	0	30	238					
8:00 AM	41%	255	85	20%	5	50%	4	20%	0	75%	21	25%	3	100%	76	90%	129	238	323					
9:00 AM	29%	180	60	60%	16	90%	7	60%	1	90%	25	75%	9	100%	76	90%	129	263	323					
10:00 AM	20%	126	42	100%	26	100%	8	100%	1	90%	25	20%	2	100%	76	100%	143	281	323					
11:00 AM	22%	138	46	75%	20	100%	8	45%	0	100%	28	20%	2	100%	76	100%	143	277	323					
12:00 PM	70%	438	146	75%	20	85%	7	15%	0	100%	28	20%	2	100%	76	30%	43	176	322					
1:00 PM	28%	174	58	45%	12	85%	7	45%	0	100%	28	100%	12	100%	76	90%	129	264	322					
2:00 PM	22%	138	46	95%	25	95%	8	95%	1	60%	17	50%	6	100%	76	100%	143	276	322					
3:00 PM	33%	207	69	45%	12	95%	8	45%	0	40%	11	20%	2	100%	76	100%	143	252	321					
4:00 PM	45%	282	94	60%	16	85%	7	15%	0	0%	0	0%	0	100%	76	90%	129	228	322					
5:00 PM	49%	306	102	100%	26	60%	5	10%	0	0%	0	0%	0	100%	76	80%	114	221	323					
6:00 PM	71%	444	148	100%	26	25%	2	5%	0	0%	0	0%	0	67%	51	67%	96	175	323					
7:00 PM	100%	624	208	100%	26	100%	8	2%	0	0%	0	0%	0	30%	23	30%	43	100	308					
8:00 PM	100%	624	208	100%	26	100%	8	1%	0	0%	0	0%	0	15%	11	15%	21	66	274					
9:00 PM	100%	624	208	100%	26	100%	8	0%	0	0%	0	0%	0	0%	0	0%	0	34	242					
10:00 PM	100%	624	208	25%	7	25%	2	0%	0	0%	0	0%	0	0%	0	0%	0	9	217					
11:00 PM	100%	624	208	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	208					
12:00 AM	100%	624	208	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	208					
PARKING SUMMARY																								
REQUIRED PARKING SPACES PER THE MUNICIPAL CODE FOR JOINT USE PARKING USES:															503 SPACES									
"WEEKDAY" JOINT USE PARKING PEAK HOUR RESULT															281 SPACES WEEKDAY @ 10 AM									
PARKING PROVIDED															324 SPACES > Joint Use Peak Hour Result ✓									
Special Events: Based on the main assembly area's total seats, the allowable special event parking spaces represents the hourly spaces that would be available for a Special Event to occur on a non-holiday weekday when considering the parking demands associated with the MOB, Day Care Center, and other church operations.																								

Note(s):

(1) The minimum parking ratios are based on Title 17 - Zoning, Chapter 17.54 - Off Street Parking.

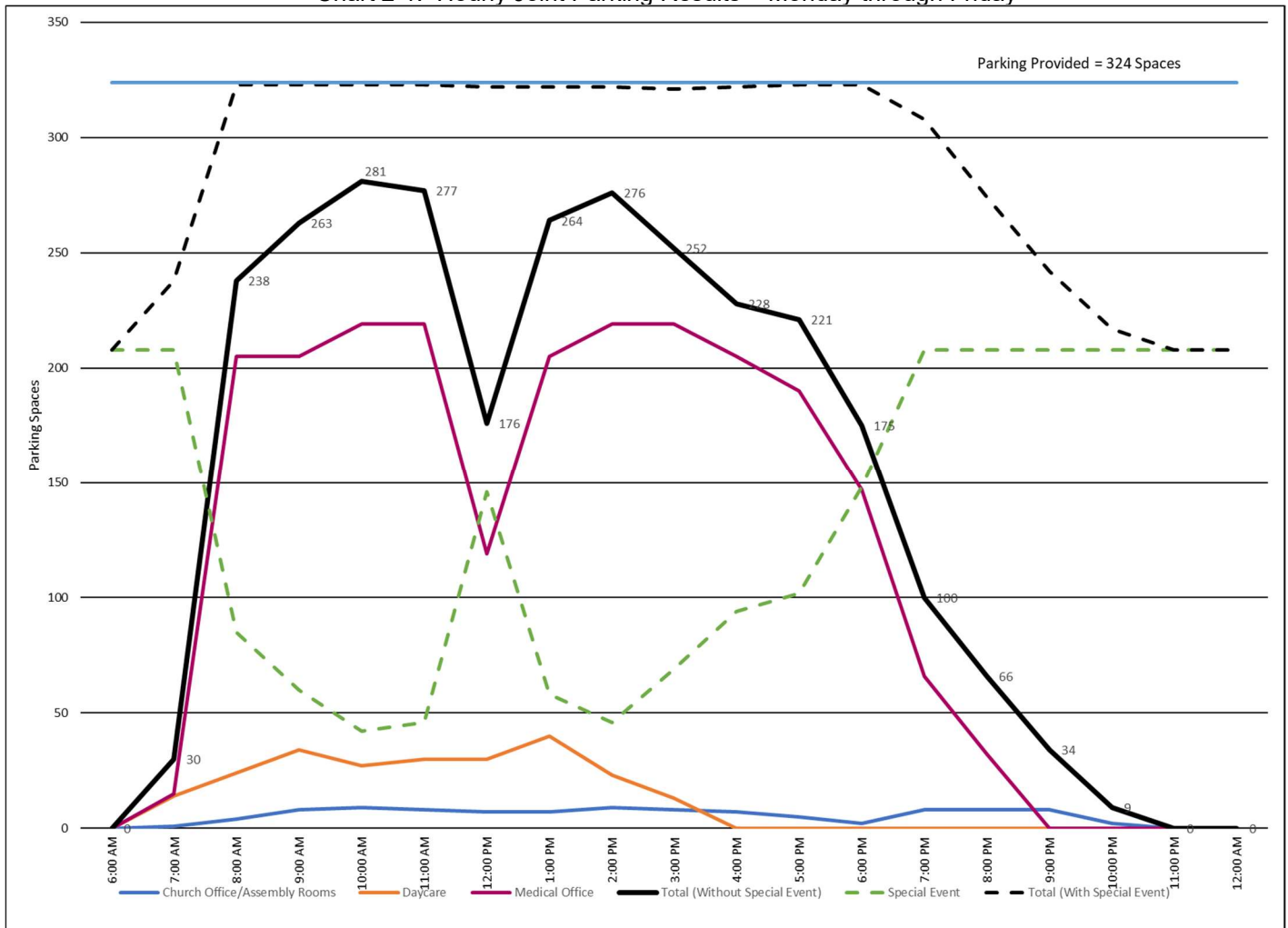
(2) In the interest of a conservative analysis, no consideration was taken for the use of transit or other multimodal forms of transportation (e.g. ride share, pedestrian, bicycle trips, etc.) that would further reduce parking demands.

(3) Based on the Joint Parking model results and taking a conservative approach, Special Event in the main assembly area should be generally limited as follows:

- Events occurring between 6 AM to 4 PM limited to +20% of the main assembly seats or +125 seats.
- Events occurring between 4 PM to 7 PM limited to +50% of the main assembly seats or +312 seats.
- Events starting at 7 PM may use 100% of the main assembly seats or +624 seats.

Meadows Medical Plaza & New Hope Presbyterian Church – Joint Use of Required Parking Study
Town of Castle Rock, Colorado

Chart 2-1: Hourly Joint Parking Results – Monday through Friday



Meadows Medical Plaza & New Hope Presbyterian Church – Joint Use of Required Parking Study
Town of Castle Rock, Colorado

Table 2-4: Typical Saturday & Sunday – Joint Use Parking Analysis

WEEKEND	New Hope Presbyterian Church		New Hope Preschool		Medical Office Building				
Notes	Saturday & Sunday analysis is based on the Sunday Code parking requirement. Hourly accumulations is based on a historic data collected for another church site with a single morning Sunday Service.		Weekend analysis is based on the preschool being closed. ***PRESCHOOL IS CLOSED ON SATURDAY AND SUNDAY***		Weekend analysis is based on the Medical Office building being closed as typical with this type of use. ***MOB IS CLOSED ON SATURDAY AND SUNDAY***				
Program	624 5,190 2,075	seats (main assembly) SF (assembly rooms) SF (church office)	72 28	Students Employees	43,620	GLA			
Municipal Code Parking Rate (1)	1 spaces/3 seats + 5 spaces/1,000 SF of assembly room space + 4 spaces per 1,000 SF of GLA		1 space/6 children + 1 space/employee + 1 passenger loading space		5 spaces/1,000 SF of GLA		Total (Joint Parking Results)	Number of Spaces Less than Code	Percent Reduction
Municipal Code Minimum Req. Parking Spaces	243		41		219		503	---	---
Required Spaces by User Type	Service 243		Employee 28	Visitors 12	Employee 76	Visitors 143	---	---	---
Beginning Hour	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	% of Use	Spaces	
			CLOSED ON SATURDAY & SUNDAY		CLOSED ON SATURDAY & SUNDAY				
6:00 AM	6%	15	0%	0	0%	0	0%	0	15 -488 -97%
7:00 AM	11%	27	0%	0	0%	0	0%	0	27 -476 -95%
8:00 AM	34%	83	0%	0	0%	0	0%	0	83 -420 -83%
9:00 AM	96%	233	0%	0	0%	0	0%	0	233 -270 -54%
10:00 AM	100%	243	0%	0	0%	0	0%	0	243 -260 -52%
11:00 AM	95%	231	0%	0	0%	0	0%	0	231 -272 -54%
12:00 PM	80%	194	0%	0	0%	0	0%	0	194 -309 -61%
1:00 PM	37%	90	0%	0	0%	0	0%	0	90 -413 -82%
2:00 PM	17%	41	0%	0	0%	0	0%	0	41 -462 -92%
3:00 PM	11%	27	0%	0	0%	0	0%	0	27 -476 -95%
4:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
5:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
6:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
7:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
8:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
9:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
10:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
11:00 PM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
12:00 AM	0%	0	0%	0	0%	0	0%	0	0 -503 -100%
PARKING SUMMARY REQUIRED PARKING SPACES PER THE MUNICIPAL CODE FOR JOINT USE PARKING USES: 503 SPACES "SATURDAY & SUNDAY" JOINT USE PARKING PEAK HOUR RESULT 243 SPACES SUNDAY @ 10 AM PARKING PROVIDED 324 SPACES > Joint Use Peak Hour Result ✓									

Note(s):

(1) The minimum parking ratios are based on Title 17 - Zoning, Chapter 17.54 - Off Street Parking.

(2) The hourly distributions for a church service on Sunday were obtained from a separate data collection effort that did not include the subject site.

Chart 2-2: Hourly Joint Use Hourly Parking Results – Saturday & Sunday

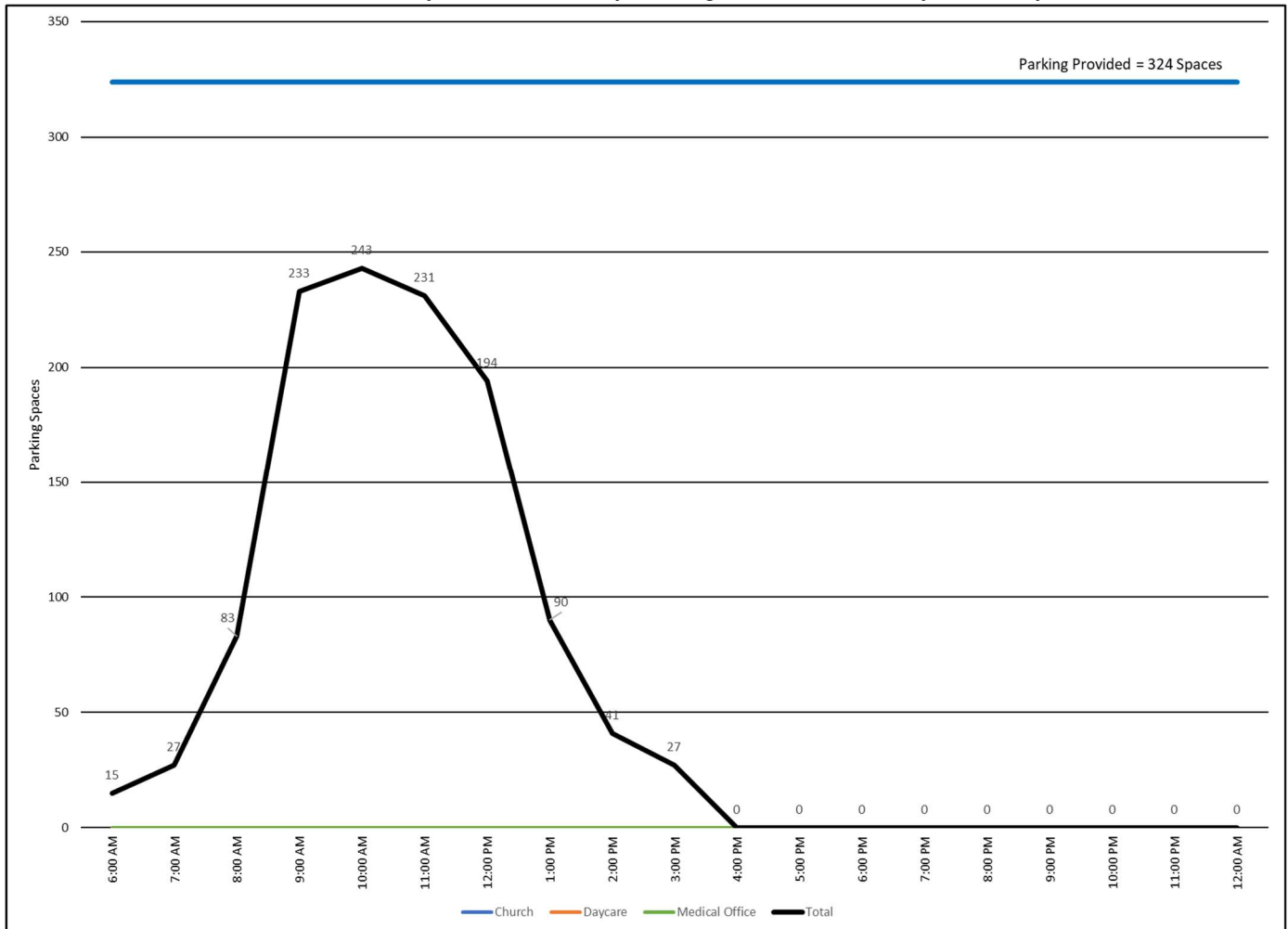
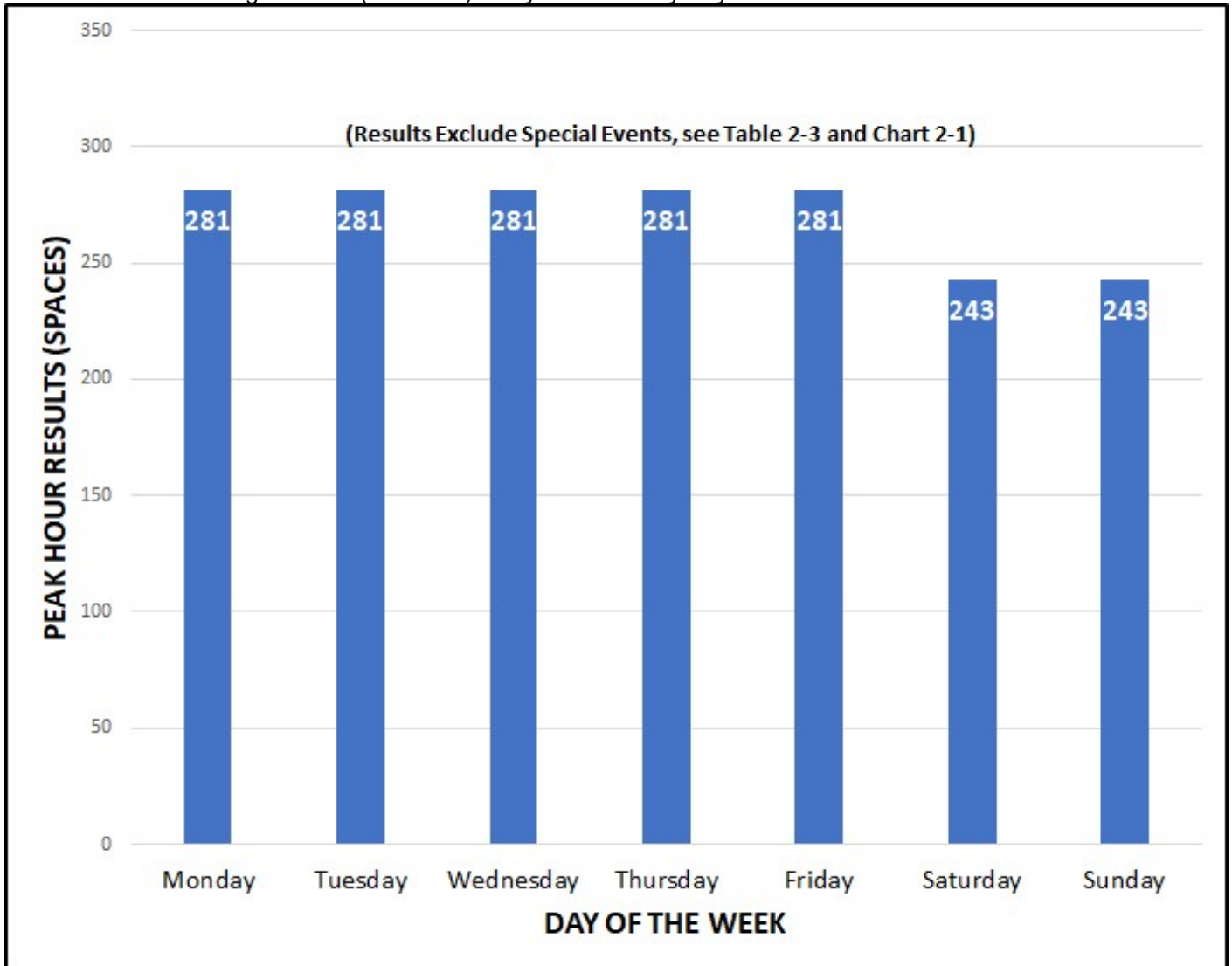


Chart 2-3: Peak Parking Demand (Joint Use) Analysis Results by Day of the Week



III. Request for the Joint Use of Required Parking Spaces

When accounting for a joint use parking model that was undertaken under an overly conservative approach that evaluated each weekday, a typical Saturday & Sunday, and consideration of monthly seasonal factors; a total parking supply of 324 parking spaces would adequately serve the required minimum parking requirements for the following uses:

- New Hope Presbyterian Church: 624 main assembly seats
plus 5,190 SF of assembly room space
plus 2,075 SF of church office space
- New Hope Preschool (Day Care Center): 72 students and 28 employees
- Future Medical Office Building: 54,924 GSF or 43,620 GLA

It is anticipated that Special Events may continue to occur at the church in a limited manner. The nature of the events as being “special” is that they are not regularly scheduled, rarely occur, and not necessarily predicted (e.g. funerals). To the extent a “special event” occurs, as it may occur today in a myriad of different forms, the church through its long-standing history of hosting special events will need to consider the day, time, size, and duration of the event with respect to regularly scheduled groups and in coordination with the future MOB.

Special Events. To account for Special Events at the church, events were evaluated as part of the joint use of parking study. Based on variations of excess spaces, a conservative approach took the most restrictive time period to establish a recommendation of what percent of the main assembly area could be used for a special event on a non-holiday, typical weekday. The size recommendations for Special Events at the church on a non-holiday weekday are as follows:

- 6 AM to 4 PM should be limited to $\pm 20\%$ of the main assembly area (or ± 125 seats)
- 4 PM to 6 PM should be limited to $\pm 50\%$ of the main assembly area (or ± 312 seats)
- 7 PM or after is permitted to use 100% of the main assembly area (or ± 624 seats)

V. Conclusions

1. The following uses were evaluated under this Joint Use of Parking Study:
 - Existing - New Hope Presbyterian Church: 624 main assembly seats
plus 5,190 SF of assembly room space
plus 2,075 SF of church office space
 - Existing - New Hope Preschool (Day Care Center): 72 students and 28 employees
 - Future - Medical Office Building: 54,924 GSF or 43,620 GLA
2. Right-sizing parking through joint use parking not only assures a site will provide adequate parking but also supports environmental site benefits. Providing more spaces than necessary creates unnecessary impervious area which exacerbates surface runoff, creates heat island effects, and results in reduced green space.
3. To justify the requested joint use of required parking spaces, this parking study was undertaken which also consider the potential for limited church related Special Events during non-holiday weekdays. Special events would rarely occur.
4. The joint use parking analysis evaluated the hourly parking demand characteristics of the future MOB building, day care center (New Hope Preschool) as well as the unique weekday groups and visitors that currently utilize the New Hope Presbyterian Church. In the interest of conservatism, no consideration for transit/other multimodal trips or internal capture was evaluated in the joint use parking study.
5. Weekday Monday through Friday Results: The peak parking demand on a typical weekday (without Special Events) occurs at approximately 10 AM when 281 parking spaces would be required to meet the site's peak hourly parking demand.

Saturday & Sunday Results: The peak parking demand on a typical Saturday & Sunday occurs at approximately 10 AM when 243 parking spaces would be required to meet the site's peak hourly parking demand. The MOB and day care center uses are closed on Saturday and Sunday.
6. The joint use of parking analysis confirmed the mix of uses described above would be adequately served by the proposed parking supply of 324 spaces. This results in approximately 43 and 81 excess spaces during the weekday and weekend peak demand hours, respectively)
7. As evaluated in the joint use of parking model, limited Special Events at the church may continue to occur during non-holiday weekdays under the following recommendations:
 - 6 AM to 4 PM should be limited to $\pm 20\%$ of the main assembly area (or ± 125 seats)
 - 4 PM to 7 PM should be limited to $\pm 50\%$ of the main assembly area (or ± 312 seats)
 - 7 PM or after is permitted to use 100% of the main assembly area (or ± 624 seats)Additional flexibility to the above may occur if regularly scheduled church groups are rescheduled or postponed to best accommodate a Special Event.
8. A Saturday or Sunday church service would be abundantly served by parking given the MOB and day care center are not in operation.
9. The requested joint use of required parking spaces would not impact the adjacent properties.