

Galloway

PARKING DEMAND STUDY

CHICK-FIL-A / POWERS & PALMER PARK

POWERS CENTER
EL PASO COUNTY, CO

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DATE:
November 17, 2025



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I. Introduction

Purpose

The purpose of this report is to evaluate a multi-day parking occupancy count at “Powers Center” in El Paso County, Colorado to assist Hawkins Development with their ongoing site management and future development opportunities. Specifically, this assessment evaluates parking demands associated with adding an approximate 2,714 square foot (SF) drive-through only Chick-Fil-A restaurant within the Powers Center shopping center proximate to an existing VASA Fitness.

To perform this parking demand assessment, parking occupancy counts were collected on a “typical” Thursday, Friday, and Saturday in October of 2025. The selected data collection dates and times are summarized below:

- Thursday, October 23, 2025: 6 AM – 10 PM
- Friday, October 24, 2025: 6 AM – 10 PM
- Saturday, October 25, 2025: 6 AM – 10 PM

Site Location

As shown on **Figure 1**, the Powers Center is a community serving shopping center located in the southeast quadrant of the Powers Boulevard and Palmer Park Boulevard intersection in Colorado Springs, CO (El Paso County). The site is also identified as Lot 1, Block 1 Waldorf Subdivision, Plat Bk P-3, PG. 83.

Background

For the purpose of this parking demand assessment, the Powers Center was divided into a “North” and “South” parking areas as shown on **Figure 1**.

Reciprocal Parking Easement. A reciprocal parking easement allows users of the overall shopping center to park in either the north or south side parking areas.

North Side. The “North” side includes the VASA Fitness in its entirety, an outparcel gas station in the northwest corner of the North side area, and portions of inline retail uses located at the south end of the VASA Fitness building. The proposed Chick-Fil-A site will be developed in the North side area.

South Side. The “South” side includes a myriad of inline retail uses and pad sites that are complementary and typical within a shopping center setting which include restaurants, a hair salon, collectibles store (e.g. comics), coffee shops, tattoo parlor, liquor store, vehicle service center, and others. Unique to the shopping center is a beach themed bar with outdoor beach volleyball courts.

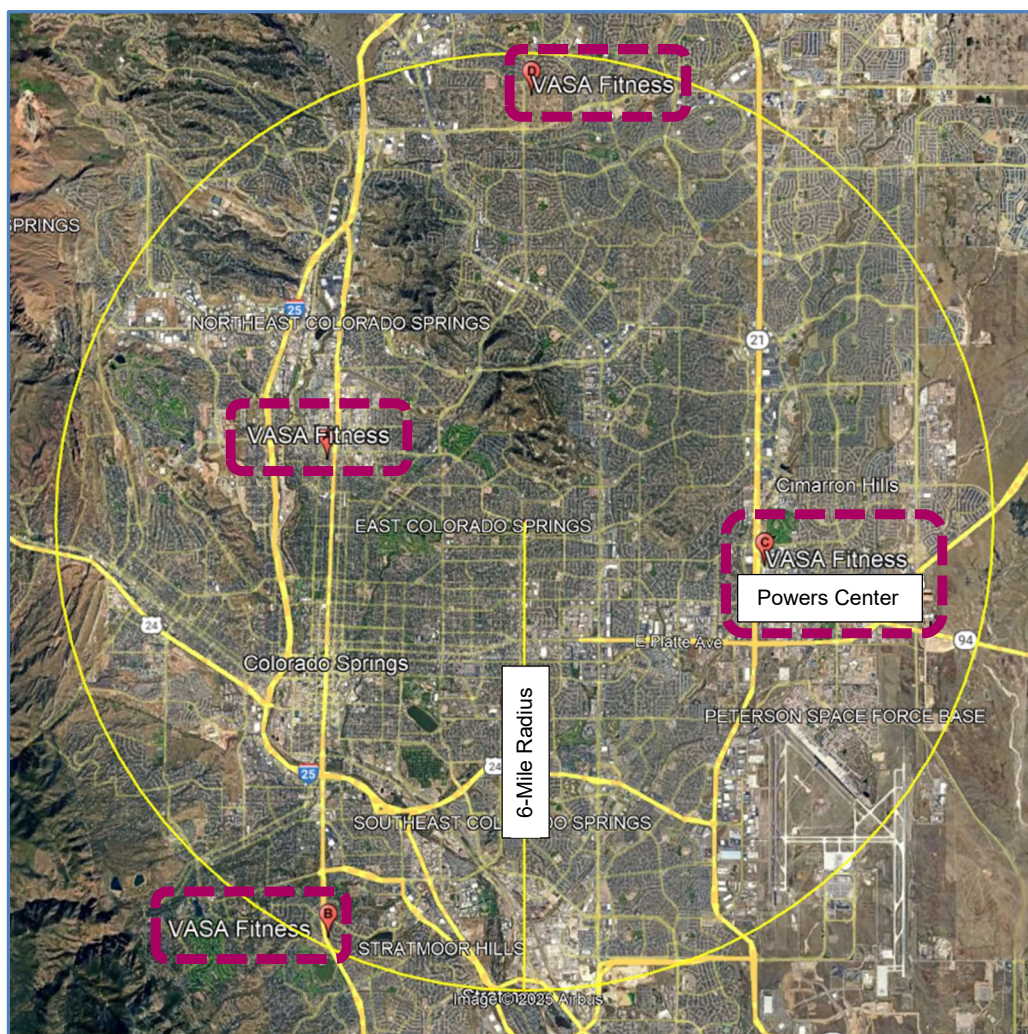
The parking demand study focused on the parking demands directly associated with the primary parking areas within the north and south sides while excluding the sub-parking areas that were exclusive to outparcels (e.g. corner gas station, Pizza Hut, Monica’s Taco Shop, Dutch Bros Coffee, and Big O Tires).

VASA Fitness/Chick-Fil-A Primary Parking Area. See **Figure 2**. To best evaluate the parking demands for the area immediately proximate to and serving the VASA Fitness and future Chick-Fil-A site, this assessment also provides attention to the parking areas that would directly serve these uses. This area of attention is summarized on **Figure 2** which includes all of the North side primary parking areas and the

northernmost parking row in the South area which runs immediately adjacent to the North side parking area.

Proposed Conceptual Chick-Fil-A Site Layout. As shown on **Figure 3**, the conceptual site layout for the proposed Chick-Fil-A would provide a drive-through only restaurant ($\pm 2,714$ SF) with approximately 40 shopping center serving parking spaces limited outdoor seating. A reconfigured north-south drive aisle on the east side of the future restaurant would improve vehicular circulation for the shopping center but reduce the Lot C parking supply by approximately 32 spaces.

VASA Fitness Local Presence. The VASA Fitness located in the Powers Center is one (1) of four (4) VASA Fitness locations positioned within the greater Colorado Springs, CO area. Each VASA Fitness location is located approximately 5.5 to 7.0 miles (as measured in a straight line) from another VASA Fitness location, all falling within a six (6) mile radius circle as shown below. Current members are permitted to attend any VASA Fitness center of their choosing based on convenience and location. If or when additional VASA Fitness locations open in the area, more choices will be provided which would further better distribute peak demands between sites, as likely occurs today.



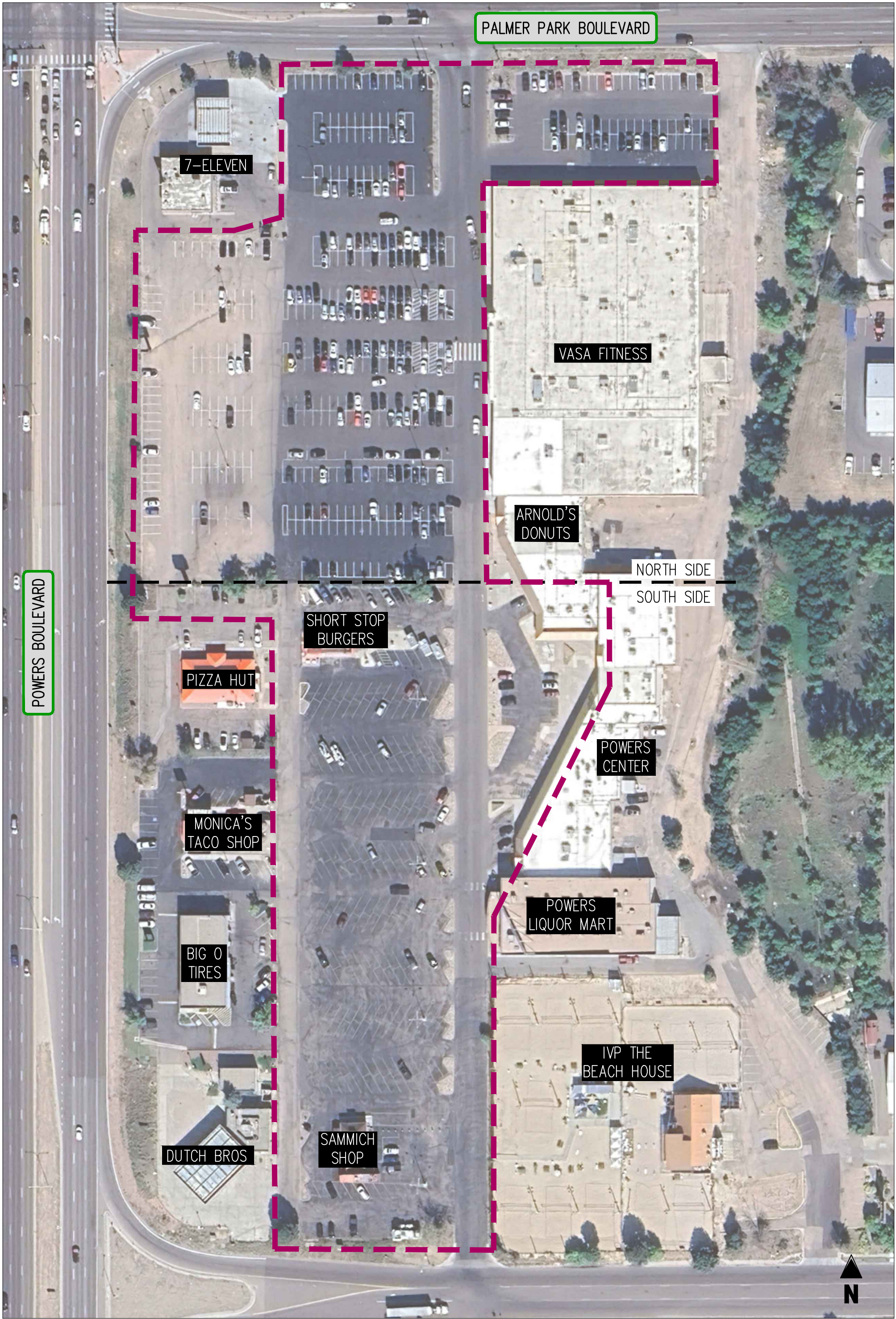


FIGURE 1
SITE LOCATION AND PARKING DEMAND STUDY AREA

CHICK-FIL-A / POWERS & PALMER PARK
EL PASO COUNTY, CO

 PARKING DEMAND STUDY AREA



Figure 2: VASA Fitness and Future Chick-Fil-A – Nearby Parking Study Area (Lots A to E)

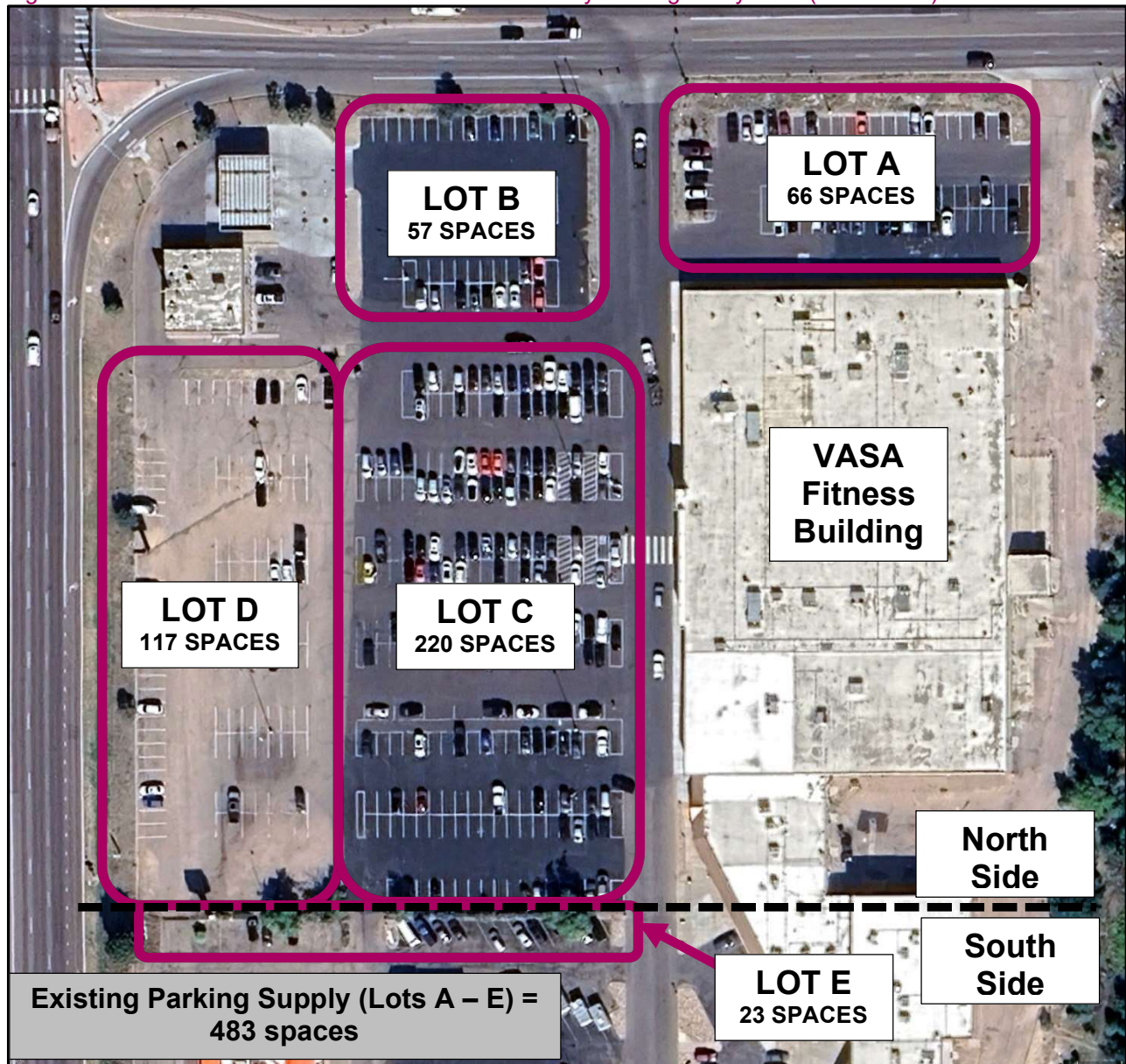
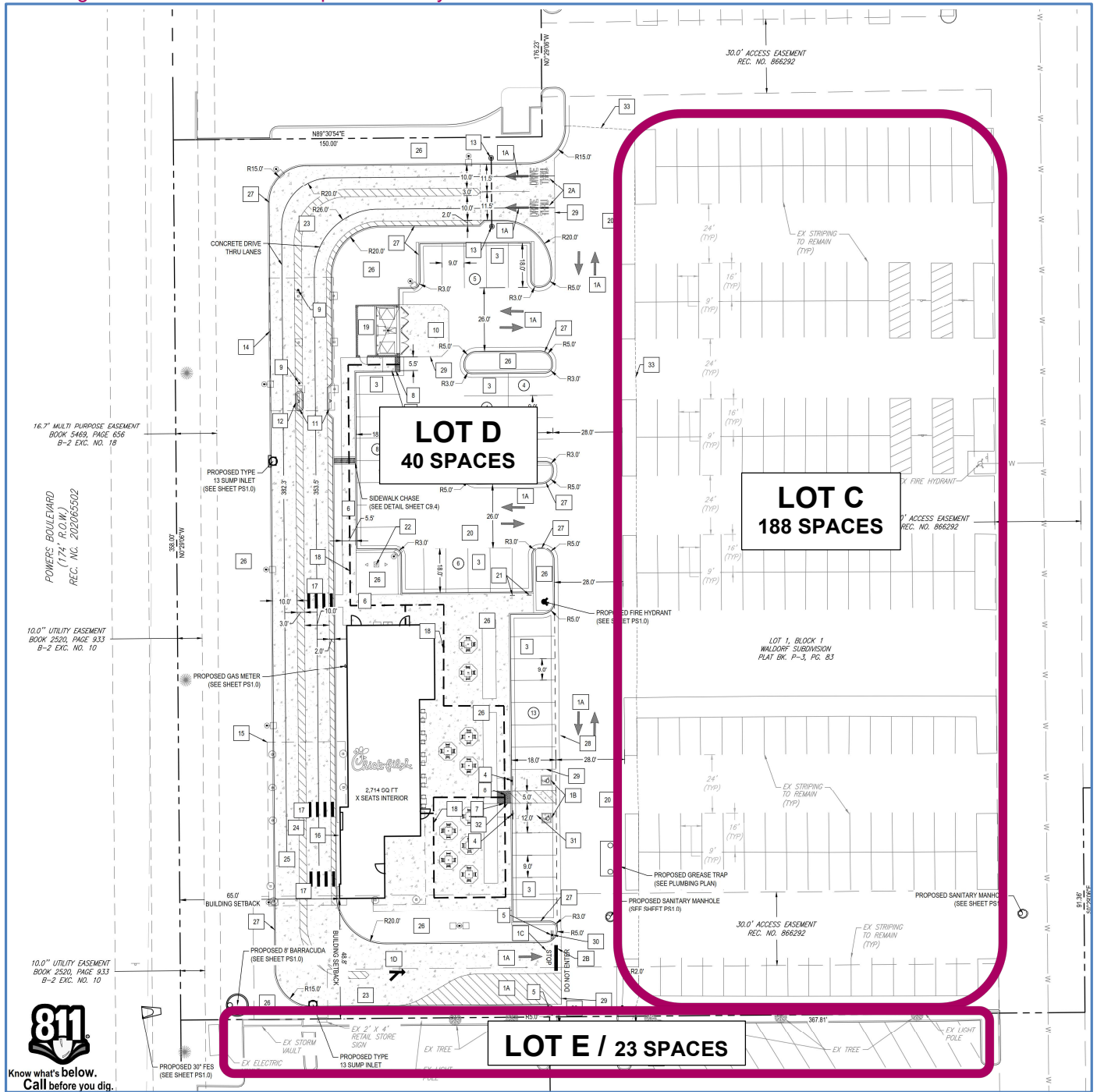


Figure 3: Chick-Fil-A Conceptual Site Layout



II. Parking Supply

As discussed previously, this parking demand study was limited to evaluating the shopping center's primary parking supply area which generally excluded the nested parking that immediately serves the various outparcels.

Existing Conditions

As described previously, the Powers Center was divided into a "North" and "South" side area as shown on **Figure 1**. The parking supply for each area is summarized below:

Overall Parking Supply within Study Area = ±756 spaces

- **North Side Parking Supply** = ±460 spaces
- **South Side Parking Supply** = ±296 spaces
- Total** = ±756 spaces

Overall Parking Supply for VASA Fitness/future Chick-Fil-A Area (see Figure 2) = ±483 spaces

- **Lot A** = ±66 spaces
- **Lot B** = ±57 spaces
- **Lot C** = ±220 spaces
- **Lot D** = ±117 spaces
- **Lot E** = ±23 spaces
- Total** = ±483 spaces

Future Conditions

With the development of the proposed Chick-Fil-A site, a portion of the existing parking supply within the North side area will be displaced to facilitate the proposed new use along with enhanced vehicle circulation for the shopping center. Approximately 40 new spaces will be added back into the overall parking supply as part of the proposed Chick-Fil-A site layout that would be shared amongst the new Chick-Fil-A use and the overall shopping center uses. The future parking supply for each area is then summarized below:

Overall Parking Supply within Study Area = ±647 spaces (*±109 fewer spaces than existing*)

- **North Side Parking Supply** = ±351 spaces (*±109 fewer spaces than existing*)
- **South Side Parking Supply** = ±296 spaces
- Total** = ±647 spaces (*±109 fewer spaces than existing*)

Overall Parking Supply for VASA Fitness/future Chick-Fil-A Area = ±374 spaces (*±109 fewer spaces than existing*)

- **Lot A** = ±66 spaces
- **Lot B** = ±57 spaces
- **Lot C** = ±188 spaces (*±32 fewer spaces*)
- **Lot D** = ±40 spaces (*±77 fewer spaces*)
- **Lot E** = ±23 spaces
- Total** = ±374 spaces (*±109 fewer spaces*)

III. Measured Parking Occupancy Counts

Overview

When determining a parking system's efficacy, it is important to understand the following industry accepted thresholds which indicate the utilization of parking in any given system as follows:

- Less than 50% Occupied
 - Parking is generally available and could be used more actively going forward.
 - Any resource that consistently performs at this level, especially during peak-demand periods should be viewed as an opportunity to absorb more vehicles away from locations where parking is nearing capacity.
- 51 to 70% Occupied
 - Parking assets are relatively underutilized and could be used more actively going forward.
 - Any resource that consistently performs at this level, especially during peak-demand periods should also be viewed as an opportunity to absorb more vehicles away from locations where parking is nearing capacity.
- 71 to 90% Occupied
 - Parking assets are being used actively.
 - As utilization levels approach the high end of this range, spaces are nearing capacity and may look or "feel" full to drivers and can begin to give the impression of lack of parking.
- Greater than 92% Occupied
 - Parking demand is at or exceeding capacity.
 - Resources that consistently perform at this level will begin to generate common perceptions of lack of parking options.
 - Nearby parking areas where parking is generally available could be used as an opportunity to absorb vehicles parking in these areas.

Data Collection Period

As previously stated, existing parking occupancy counts were collected during the following days to capture a typical weekday (Monday – Thursday), Friday, and Saturday:

- Thursday, October 23, 2025: 6 AM – 10 PM
- Friday, October 24, 2025: 6 AM – 10 PM
- Saturday, October 25, 2025: 6 AM – 10 PM

Chick-Fil-A restaurants are closed on Sundays; therefore, a typical Sunday was not evaluated for this assessment.

The parking occupancy counts were collected in 30-minute sweeps of the parking areas to account for the higher turnover parking rates found typical with a shopping center setting versus an office or residential development. The parking counts were also tabulated based on individual parking rows versus overall parking lot areas to best capture the existing utilization within the parking areas.

Data Collection Summary

The parking occupancy counts are summarized in the form of tables, charts, and figures to best communicate the measured parking trends within the Powers Center. The available parking supply provides the basis for the percent occupancy of the parking.

The subsequent tables summarize the data collection periods as follows:

- Measured occupied spaces by every 30-minutes by parking lot/area.
- Percent occupancy by every 30-minutes by parking lot/area based on a “heat map” color scale.
- Measured vacant spaces by every 30-minutes by parking lot/area.

Table 1: Parking Demand - Thursday, October 23, 2025: 6 AM – 10 PM

- 349 peak occupied spaces out of 756 provided spaces occurring at 6:30 PM (or 46% occupied)
- 343 peak occupied spaces out of 756 provided spaces occurring at 6:00 PM* (or 45% occupied)
**6:00 PM represented the peak hour of the VASA Fitness parking area and therefore evaluated as the peak hour of the site for the purpose of this assessment.*

Table 2: Parking Demand - Friday, October 24, 2025: 6 AM – 10 PM

- 274 peak occupied spaces out of 756 provided spaces occurring at 10:30 AM (or 36% occupied)

Table 3: Parking Demand - Saturday, October 25, 2025: 6 AM – 10 PM

- 318 peak occupied spaces out of 756 provided spaces occurring at 11:00 AM (or 42% occupied)

Based on the three (3) parking occupancy counts, the peak parking demand day occurred on Thursday, October 23rd.

Figure 4 provides a graphical representation of the entire parking demand study area during the identified peak period as measured by parking row on Thursday, October 23rd at 6:00 PM.

Overall Study Area (North and South Sides)

- 343 peak occupied spaces out of 756 provided spaces occurring at 6:00 PM (or 45.4% occupied)

North Side Only

- 303 peak occupied spaces out of 460 provided spaces occurring at 6:00 PM (or 65.9% occupied)

South Side Only

- 40 peak occupied spaces out of 296 provided spaces occurring at 6:00 PM (or 13.5% occupied)

VASA Fitness/Chick-Fil-A Primary Parking Area (Lots A through E). As discussed previously, to best evaluate the parking demands for the area immediately proximate to and serving the VASA Fitness and future Chick-Fil-A site, this assessment provides attention to the parking areas (Lots A to E) that would directly serve these uses. This area of attention is summarized on **Figure 2** which includes all of the North side primary parking areas and the northernmost parking row within the South side area that runs immediately adjacent to the North side parking area.

Charts 1 through 3 summarize the measured parking occupancy as a stacked bar chart for Lots A to E.

Chart 1: Parking Occupancy - Thursday, October 23, 2025 (6 AM – 10 PM)

- 307 peak occupied spaces out of 483 provided spaces occurring at 6:00 PM (or 63.6% occupied)
- The peak parking period is characterized by a limited 30-minute period with falling demands during the shoulder periods (5:30 PM and 6:30 PM). In other words, there is not a continuous peak parking period.

Chart 2: Parking Occupancy - Friday, October 24, 2025 (6 AM – 10 PM)

- 247 peak occupied spaces out of 483 provided spaces occurring at 9:30 AM and 10:30 AM (or 51.1% occupied)

Chart 3: Parking Occupancy - Saturday, October 25, 2025 (6 AM – 10 PM)

- 279 peak occupied spaces out of 483 provided spaces occurring at 11:00 AM (or 57.8% occupied)

Table 1: Parking Demand Summary - Thurs., Oct. 23, 2025 (6 AM - 10 PM)

Occupied Spaces	North	Northwest	West	CFA	Entire	Total Subtotal	Hour
	Vasa Lot A	Vasa Lot B	Vasa Lot C	Area Lot D	South Side Area		
	Spaces	Spaces	Spaces	Spaces	Spaces	Spaces	
6:00 AM	37	20	131	20	13	221	6:00 AM
6:30 AM	29	20	112	17	15	193	6:30 AM
7:00 AM	31	15	109	21	14	190	7:00 AM
7:30 AM	19	16	109	19	17	180	7:30 AM
8:00 AM	23	13	108	10	17	171	8:00 AM
8:30 AM	31	14	133	14	21	213	8:30 AM
9:00 AM	39	16	136	14	25	230	9:00 AM
9:30 AM	42	19	143	17	29	250	9:30 AM
10:00 AM	34	24	152	17	32	259	10:00 AM
10:30 AM	40	25	155	19	35	274	10:30 AM
11:00 AM	33	18	148	21	38	258	11:00 AM
11:30 AM	32	12	134	22	43	243	11:30 AM
12:00 PM	28	15	118	14	47	222	12:00 PM
12:30 PM	24	13	113	12	46	208	12:30 PM
1:00 PM	22	12	103	10	46	193	1:00 PM
1:30 PM	19	14	95	10	43	181	1:30 PM
2:00 PM	25	13	102	11	45	196	2:00 PM
2:30 PM	27	11	97	12	45	192	2:30 PM
3:00 PM	37	16	101	16	43	213	3:00 PM
3:30 PM	44	16	122	14	44	240	3:30 PM
4:00 PM	47	27	144	12	41	271	4:00 PM
4:30 PM	58	30	148	10	38	284	4:30 PM
5:00 PM	56	28	174	26	35	319	5:00 PM
5:30 PM	55	32	175	33	38	333	5:30 PM
6:00 PM	46	34	182	41	40	343	6:00 PM
6:30 PM	40	31	180	39	59	349	6:30 PM
7:00 PM	32	36	156	29	55	308	7:00 PM
7:30 PM	32	30	153	26	49	290	7:30 PM
8:00 PM	30	24	134	18	49	255	8:00 PM
8:30 PM	27	23	130	15	49	244	8:30 PM
9:00 PM	24	22	123	20	42	231	9:00 PM
9:30 PM	24	17	116	13	30	200	9:30 PM
10:00 PM	14	13	98	11	24	160	10:00 PM
Inventory Spaces	66	57	220	117	296	756	

Hour	Percent Occupied Spaces						Hour
6:00 AM	56%	35%	60%	17%	4%	29%	6:00 AM
6:30 AM	44%	35%	51%	15%	5%	26%	6:30 AM
7:00 AM	47%	26%	50%	18%	5%	25%	7:00 AM
7:30 AM	29%	28%	50%	16%	6%	24%	7:30 AM
8:00 AM	35%	23%	49%	9%	6%	23%	8:00 AM
8:30 AM	47%	25%	60%	12%	7%	28%	8:30 AM
9:00 AM	59%	28%	62%	12%	8%	30%	9:00 AM
9:30 AM	64%	33%	65%	15%	10%	33%	9:30 AM
10:00 AM	52%	42%	69%	15%	11%	34%	10:00 AM
10:30 AM	61%	44%	70%	16%	12%	36%	10:30 AM
11:00 AM	50%	32%	67%	18%	13%	34%	11:00 AM
11:30 AM	48%	21%	61%	19%	15%	32%	11:30 AM
12:00 PM	42%	26%	54%	12%	16%	29%	12:00 PM
12:30 PM	36%	23%	51%	10%	16%	28%	12:30 PM
1:00 PM	33%	21%	47%	9%	16%	26%	1:00 PM
1:30 PM	29%	25%	43%	9%	15%	24%	1:30 PM
2:00 PM	38%	23%	46%	9%	15%	26%	2:00 PM
2:30 PM	41%	19%	44%	10%	15%	25%	2:30 PM
3:00 PM	56%	28%	46%	14%	15%	28%	3:00 PM
3:30 PM	67%	28%	55%	12%	15%	32%	3:30 PM
4:00 PM	71%	47%	65%	10%	14%	36%	4:00 PM
4:30 PM	88%	53%	67%	9%	13%	38%	4:30 PM
5:00 PM	85%	49%	79%	22%	12%	42%	5:00 PM
5:30 PM	83%	56%	80%	28%	13%	44%	5:30 PM
6:00 PM	70%	60%	83%	35%	14%	45%	6:00 PM
6:30 PM	61%	54%	82%	33%	20%	46%	6:30 PM
7:00 PM	48%	63%	71%	25%	19%	41%	7:00 PM
7:30 PM	48%	53%	70%	22%	17%	38%	7:30 PM
8:00 PM	45%	42%	61%	15%	17%	34%	8:00 PM
8:30 PM	41%	40%	59%	13%	17%	32%	8:30 PM
9:00 PM	36%	39%	56%	17%	14%	31%	9:00 PM
9:30 PM	36%	30%	53%	11%	10%	26%	9:30 PM
10:00 PM	21%	23%	45%	9%	8%	21%	10:00 PM

Hour	Vacant Spaces					Hour
6:00 AM	29	37	89	97	283	6:00 AM
6:30 AM	37	37	108	100	281	6:30 AM
7:00 AM	35	42	111	96	282	7:00 AM
7:30 AM	47	41	111	98	279	7:30 AM
8:00 AM	43	44	112	107	279	8:00 AM
8:30 AM	35	43	87	103	275	8:30 AM
9:00 AM	27	41	84	103	271	9:00 AM
9:30 AM	24	38	77	100	267	9:30 AM
10:00 AM	32	33	68	100	264	10:00 AM
10:30 AM	26	32	65	98	261	10:30 AM
11:00 AM	33	39	72	96	258	11:00 AM
11:30 AM	34	45	86	95	253	11:30 AM
12:00 PM	38	42	102	103	249	12:00 PM
12:30 PM	42	44	107	105	250	12:30 PM
1:00 PM	44	45	117	107	250	1:00 PM
1:30 PM	47	43	125	107	253	1:30 PM
2:00 PM	41	44	118	106	251	2:00 PM
2:30 PM	39	46	123	105	251	2:30 PM
3:00 PM	29	41	119	101	253	3:00 PM
3:30 PM	22	41	98	103	252	3:30 PM
4:00 PM	19	30	76	105	255	4:00 PM
4:30 PM	8	27	72	107	258	4:30 PM
5:00 PM	10	29	46	91	261	5:00 PM
5:30 PM	11	25	45	84	258	5:30 PM
6:00 PM	20	23	38	76	256	6:00 PM
6:30 PM	26	26	40	78	237	6:30 PM
7:00 PM	34	21	64	88	241	7:00 PM
7:30 PM	34	27	67	91	247	7:30 PM
8:00 PM	36	33	86	99	247	8:00 PM
8:30 PM	39	34	90	102	247	8:30 PM
9:00 PM	42	35	97	97	254	9:00 PM
9:30 PM	42	40	104	104	266	9:30 PM
10:00 PM	52	44	122	106	272	10:00 PM

Table 2: Parking Demand Summary - Fri., Oct. 24, 2025 (6 AM - 10 PM)

Occupied Spaces	North	Northwest	West	CFA	Entire	Total	
	Vasa Lot A	Vasa Lot B	Vasa Lot C	Area Lot D	South Side Area	Subtotal	
Hour	Spaces	Spaces	Spaces	Spaces	Spaces	Spaces	Hour
6:00 AM	31	20	133	14	15	213	6:00 AM
6:30 AM	42	16	116	17	12	203	6:30 AM
7:00 AM	32	15	99	16	15	177	7:00 AM
7:30 AM	25	15	106	14	20	180	7:30 AM
8:00 AM	24	14	111	9	21	179	8:00 AM
8:30 AM	24	15	125	10	21	195	8:30 AM
9:00 AM	35	19	144	15	23	236	9:00 AM
9:30 AM	45	25	154	19	25	268	9:30 AM
10:00 AM	42	29	147	22	31	271	10:00 AM
10:30 AM	44	32	140	22	36	274	10:30 AM
11:00 AM	42	22	129	16	45	254	11:00 AM
11:30 AM	37	19	122	15	56	249	11:30 AM
12:00 PM	32	17	113	13	57	232	12:00 PM
12:30 PM	36	10	110	10	65	231	12:30 PM
1:00 PM	37	14	101	12	61	225	1:00 PM
1:30 PM	29	14	95	9	56	203	1:30 PM
2:00 PM	24	15	104	9	49	201	2:00 PM
2:30 PM	23	19	109	10	52	213	2:30 PM
3:00 PM	20	21	108	12	49	210	3:00 PM
3:30 PM	30	17	106	15	43	211	3:30 PM
4:00 PM	39	18	117	13	45	232	4:00 PM
4:30 PM	37	23	128	16	47	251	4:30 PM
5:00 PM	35	26	135	18	45	259	5:00 PM
5:30 PM	30	29	122	19	46	246	5:30 PM
6:00 PM	33	26	124	15	52	250	6:00 PM
6:30 PM	33	26	119	16	47	241	6:30 PM
7:00 PM	23	22	115	16	61	237	7:00 PM
7:30 PM	12	16	109	14	78	229	7:30 PM
8:00 PM	8	13	106	10	86	223	8:00 PM
8:30 PM	11	14	122	11	81	239	8:30 PM
9:00 PM	10	15	119	11	79	234	9:00 PM
9:30 PM	11	12	113	8	67	211	9:30 PM
10:00 PM	10	10	99	10	56	185	10:00 PM
Inventory Spaces	66	57	220	117	296	756	

Hour	Percent Occupied Spaces						Hour
6:00 AM	47%	35%	60%	12%	5%	28%	6:00 AM
6:30 AM	64%	28%	53%	15%	4%	27%	6:30 AM
7:00 AM	48%	26%	45%	14%	5%	23%	7:00 AM
7:30 AM	38%	26%	48%	12%	7%	24%	7:30 AM
8:00 AM	36%	25%	50%	8%	7%	24%	8:00 AM
8:30 AM	36%	26%	57%	9%	7%	26%	8:30 AM
9:00 AM	53%	33%	65%	13%	8%	31%	9:00 AM
9:30 AM	68%	44%	70%	16%	8%	35%	9:30 AM
10:00 AM	64%	51%	67%	19%	10%	36%	10:00 AM
10:30 AM	67%	56%	64%	19%	12%	36%	10:30 AM
11:00 AM	64%	39%	59%	14%	15%	34%	11:00 AM
11:30 AM	56%	33%	55%	13%	19%	33%	11:30 AM
12:00 PM	48%	30%	51%	11%	19%	31%	12:00 PM
12:30 PM	55%	18%	50%	9%	22%	31%	12:30 PM
1:00 PM	56%	25%	46%	10%	21%	30%	1:00 PM
1:30 PM	44%	25%	43%	8%	19%	27%	1:30 PM
2:00 PM	36%	26%	47%	8%	17%	27%	2:00 PM
2:30 PM	35%	33%	50%	9%	18%	28%	2:30 PM
3:00 PM	30%	37%	49%	10%	17%	28%	3:00 PM
3:30 PM	45%	30%	48%	13%	15%	28%	3:30 PM
4:00 PM	59%	32%	53%	11%	15%	31%	4:00 PM
4:30 PM	56%	40%	58%	14%	16%	33%	4:30 PM
5:00 PM	53%	46%	61%	15%	15%	34%	5:00 PM
5:30 PM	45%	51%	55%	16%	16%	33%	5:30 PM
6:00 PM	50%	46%	56%	13%	18%	33%	6:00 PM
6:30 PM	50%	46%	54%	14%	16%	32%	6:30 PM
7:00 PM	35%	39%	52%	14%	21%	31%	7:00 PM
7:30 PM	18%	28%	50%	12%	26%	30%	7:30 PM
8:00 PM	12%	23%	48%	9%	29%	29%	8:00 PM
8:30 PM	17%	25%	55%	9%	27%	32%	8:30 PM
9:00 PM	15%	26%	54%	9%	27%	31%	9:00 PM
9:30 PM	17%	21%	51%	7%	23%	28%	9:30 PM
10:00 PM	15%	18%	45%	9%	19%	24%	10:00 PM

Hour	Vacant Spaces					Hour
6:00 AM	35	37	87	103	281	6:00 AM
6:30 AM	24	41	104	100	284	6:30 AM
7:00 AM	34	42	121	101	281	7:00 AM
7:30 AM	41	42	114	103	276	7:30 AM
8:00 AM	42	43	109	108	275	8:00 AM
8:30 AM	42	42	95	107	275	8:30 AM
9:00 AM	31	38	76	102	273	9:00 AM
9:30 AM	21	32	66	98	271	9:30 AM
10:00 AM	24	28	73	95	265	10:00 AM
10:30 AM	22	25	80	95	260	10:30 AM
11:00 AM	24	35	91	101	251	11:00 AM
11:30 AM	29	38	98	102	240	11:30 AM
12:00 PM	34	40	107	104	239	12:00 PM
12:30 PM	30	47	110	107	231	12:30 PM
1:00 PM	29	43	119	105	235	1:00 PM
1:30 PM	37	43	125	108	240	1:30 PM
2:00 PM	42	42	116	108	247	2:00 PM
2:30 PM	43	38	111	107	244	2:30 PM
3:00 PM	46	36	112	105	247	3:00 PM
3:30 PM	36	40	114	102	253	3:30 PM
4:00 PM	27	39	103	104	251	4:00 PM
4:30 PM	29	34	92	101	249	4:30 PM
5:00 PM	31	31	85	99	251	5:00 PM
5:30 PM	36	28	98	98	250	5:30 PM
6:00 PM	33	31	96	102	244	6:00 PM
6:30 PM	33	31	101	101	249	6:30 PM
7:00 PM	43	35	105	101	235	7:00 PM
7:30 PM	54	41	111	103	218	7:30 PM
8:00 PM	58	44	114	107	210	8:00 PM
8:30 PM	55	43	98	106	215	8:30 PM
9:00 PM	56	42	101	106	217	9:00 PM
9:30 PM	55	45	107	109	229	9:30 PM
10:00 PM	56	47	121	107	240	10:00 PM

Table 3: Parking Demand Summary - Sat., Oct. 25, 2025 (6 AM - 10 PM)

Occupied Spaces	North	Northwest	West	CFA	Entire	Total	
	Vasa Lot A	Vasa Lot B	Vasa Lot C	Area Lot D	South Side Area	Subtotal	
Hour	Spaces	Spaces	Spaces	Spaces	Spaces	Spaces	Hour
6:00 AM	11	6	54	4	9	84	6:00 AM
6:30 AM	14	7	57	6	9	93	6:30 AM
7:00 AM	15	6	65	10	10	106	7:00 AM
7:30 AM	18	6	77	7	12	120	7:30 AM
8:00 AM	23	11	106	7	18	165	8:00 AM
8:30 AM	33	22	135	12	19	221	8:30 AM
9:00 AM	38	32	146	19	24	259	9:00 AM
9:30 AM	42	33	155	17	34	281	9:30 AM
10:00 AM	33	35	160	21	39	288	10:00 AM
10:30 AM	40	37	166	25	44	312	10:30 AM
11:00 AM	35	31	174	30	48	318	11:00 AM
11:30 AM	31	29	166	29	50	305	11:30 AM
12:00 PM	35	21	137	26	48	267	12:00 PM
12:30 PM	39	21	113	17	46	236	12:30 PM
1:00 PM	35	16	123	15	46	235	1:00 PM
1:30 PM	37	16	118	15	49	235	1:30 PM
2:00 PM	32	11	98	14	50	205	2:00 PM
2:30 PM	27	13	97	10	42	189	2:30 PM
3:00 PM	18	12	103	11	42	186	3:00 PM
3:30 PM	12	12	97	11	48	180	3:30 PM
4:00 PM	18	11	102	11	48	190	4:00 PM
4:30 PM	20	11	112	9	43	195	4:30 PM
5:00 PM	20	11	110	9	35	185	5:00 PM
5:30 PM	13	8	93	9	34	157	5:30 PM
6:00 PM	9	8	106	7	38	168	6:00 PM
6:30 PM	15	10	118	12	38	193	6:30 PM
7:00 PM	16	8	103	11	35	173	7:00 PM
7:30 PM	13	4	78	8	36	139	7:30 PM
8:00 PM	7	2	33	6	37	85	8:00 PM
8:30 PM	1	2	13	4	47	67	8:30 PM
9:00 PM	1	1	8	4	47	61	9:00 PM
9:30 PM	3	1	4	4	44	56	9:30 PM
10:00 PM	0	1	3	4	33	41	10:00 PM
Inventory Spaces	66	57	220	117	296	756	
Hour	Percent Occupied Spaces						Hour
6:00 AM	17%	11%	25%	3%	3%	11%	6:00 AM
6:30 AM	21%	12%	26%	5%	3%	12%	6:30 AM
7:00 AM	23%	11%	30%	9%	3%	14%	7:00 AM
7:30 AM	27%	11%	35%	6%	4%	16%	7:30 AM
8:00 AM	35%	19%	48%	6%	6%	22%	8:00 AM
8:30 AM	50%	39%	61%	10%	6%	29%	8:30 AM
9:00 AM	58%	56%	66%	16%	8%	34%	9:00 AM
9:30 AM	64%	58%	70%	15%	11%	37%	9:30 AM
10:00 AM	50%	61%	73%	18%	13%	38%	10:00 AM
10:30 AM	61%	65%	75%	21%	15%	41%	10:30 AM
11:00 AM	53%	54%	79%	26%	16%	42%	11:00 AM
11:30 AM	47%	51%	75%	25%	17%	40%	11:30 AM
12:00 PM	53%	37%	62%	22%	16%	35%	12:00 PM
12:30 PM	59%	37%	51%	15%	16%	31%	12:30 PM
1:00 PM	53%	28%	56%	13%	16%	31%	1:00 PM
1:30 PM	56%	28%	54%	13%	17%	31%	1:30 PM
2:00 PM	48%	19%	45%	12%	17%	27%	2:00 PM
2:30 PM	41%	23%	44%	9%	14%	25%	2:30 PM
3:00 PM	27%	21%	47%	9%	14%	25%	3:00 PM
3:30 PM	18%	21%	44%	9%	16%	24%	3:30 PM
4:00 PM	27%	19%	46%	9%	16%	25%	4:00 PM
4:30 PM	30%	19%	51%	8%	15%	26%	4:30 PM
5:00 PM	30%	19%	50%	8%	12%	24%	5:00 PM
5:30 PM	20%	14%	42%	8%	11%	21%	5:30 PM
6:00 PM	14%	14%	48%	6%	13%	22%	6:00 PM
6:30 PM	23%	18%	54%	10%	13%	26%	6:30 PM
7:00 PM	24%	14%	47%	9%	12%	23%	7:00 PM
7:30 PM	20%	7%	35%	7%	12%	18%	7:30 PM
8:00 PM	11%	4%	15%	5%	13%	11%	8:00 PM
8:30 PM	2%	4%	6%	3%	16%	9%	8:30 PM
9:00 PM	2%	2%	4%	3%	16%	8%	9:00 PM
9:30 PM	5%	2%	2%	3%	15%	7%	9:30 PM
10:00 PM	0%	2%	1%	3%	11%	5%	10:00 PM
Hour	Vacant Spaces						Hour
6:00 AM	55	51	166	113	287	672	6:00 AM
6:30 AM	52	50	163	111	287	663	6:30 AM
7:00 AM	51	51	155	107	286	650	7:00 AM
7:30 AM	48	51	143	110	284	636	7:30 AM
8:00 AM	43	46	114	110	278	591	8:00 AM
8:30 AM	33	35	85	105	277	535	8:30 AM
9:00 AM	28	25	74	98	272	497	9:00 AM
9:30 AM	24	24	65	100	262	475	9:30 AM
10:00 AM	33	22	60	96	257	468	10:00 AM
10:30 AM	26	20	54	92	252	444	10:30 AM
11:00 AM	31	26	46	87	248	438	11:00 AM
11:30 AM	35	28	54	88	246	451	11:30 AM
12:00 PM	31	36	83	91	248	489	12:00 PM
12:30 PM	27	36	107	100	250	520	12:30 PM
1:00 PM	31	41	97	102	250	521	1:00 PM
1:30 PM	29	41	102	102	247	521	1:30 PM
2:00 PM	34	46	122	103	246	551	2:00 PM
2:30 PM	39	44	123	107	254	567	2:30 PM
3:00 PM	48	45	117	106	254	570	3:00 PM
3:30 PM	54	45	123	106	248	576	3:30 PM
4:00 PM	48	46	118	106	248	566	4:00 PM
4:30 PM	46	46	108	108	253	561	4:30 PM
5:00 PM	46	46	110	108	261	571	5:00 PM
5:30 PM	53	49	127	108	262	599	5:30 PM
6:00 PM	57	49	114	110	258	588	6:00 PM
6:30 PM	51	47	102	105	258	563	6:30 PM
7:00 PM	50	49	117	106	261	583	7:00 PM
7:30 PM	53	53	142	109	260	617	7:30 PM
8:00 PM	59	55	187	111	259	671	8:00 PM
8:30 PM	65	55	207	113	249	689	8:30 PM
9:00 PM	65	56	212	113	249	695	9:00 PM
9:30 PM	63	56	216	113	252	700	9:30 PM
10:00 PM	66	56	217	113	263	715	10:00 PM

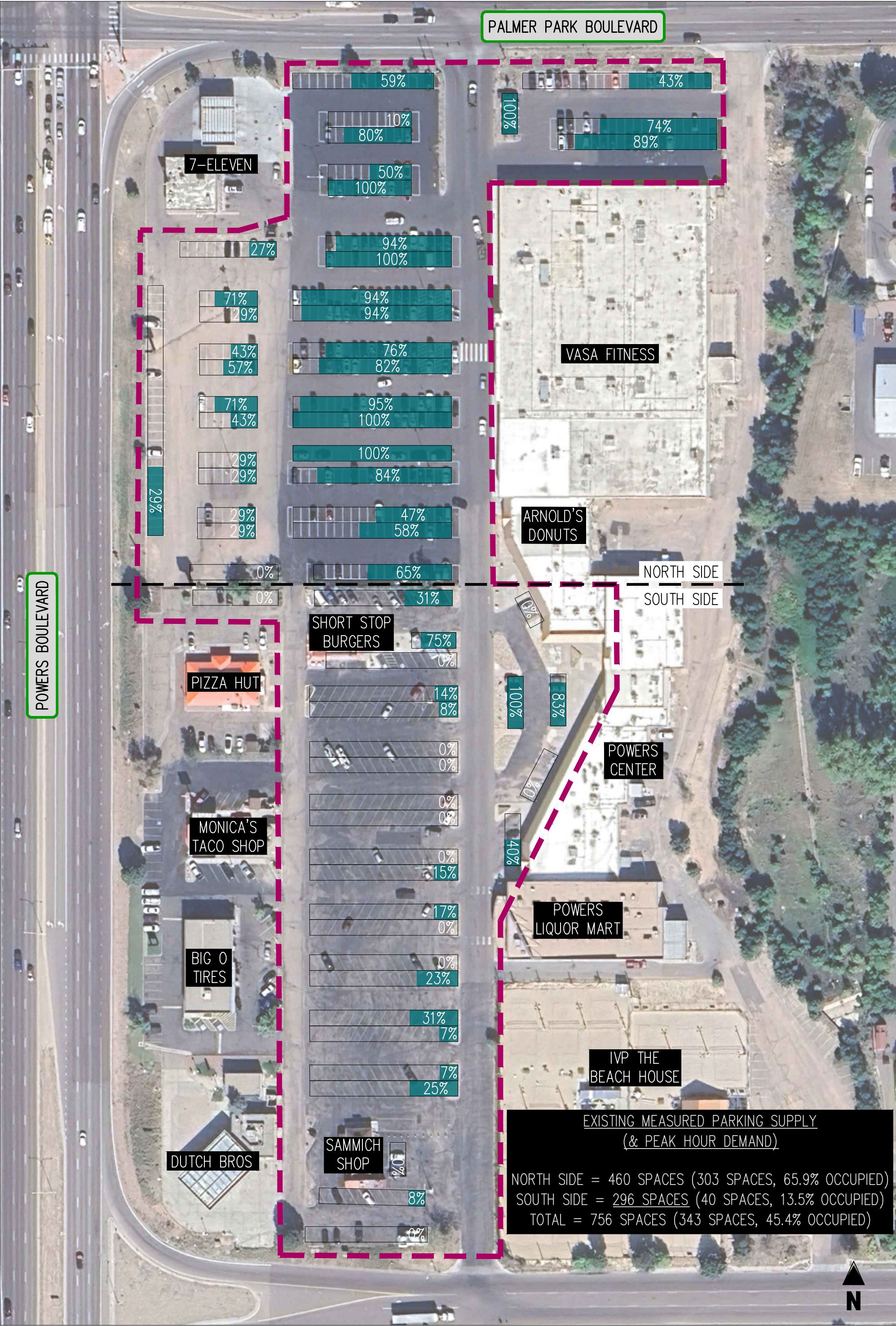


FIGURE 4
EXISTING PEAK HOUR PARKING DEMAND – THUR., OCT. 23, 2025 @ 6 PM



Chart 1: VASA Area - Parking Demand Summary - Peak Day: Thurs., Oct. 23, 2025

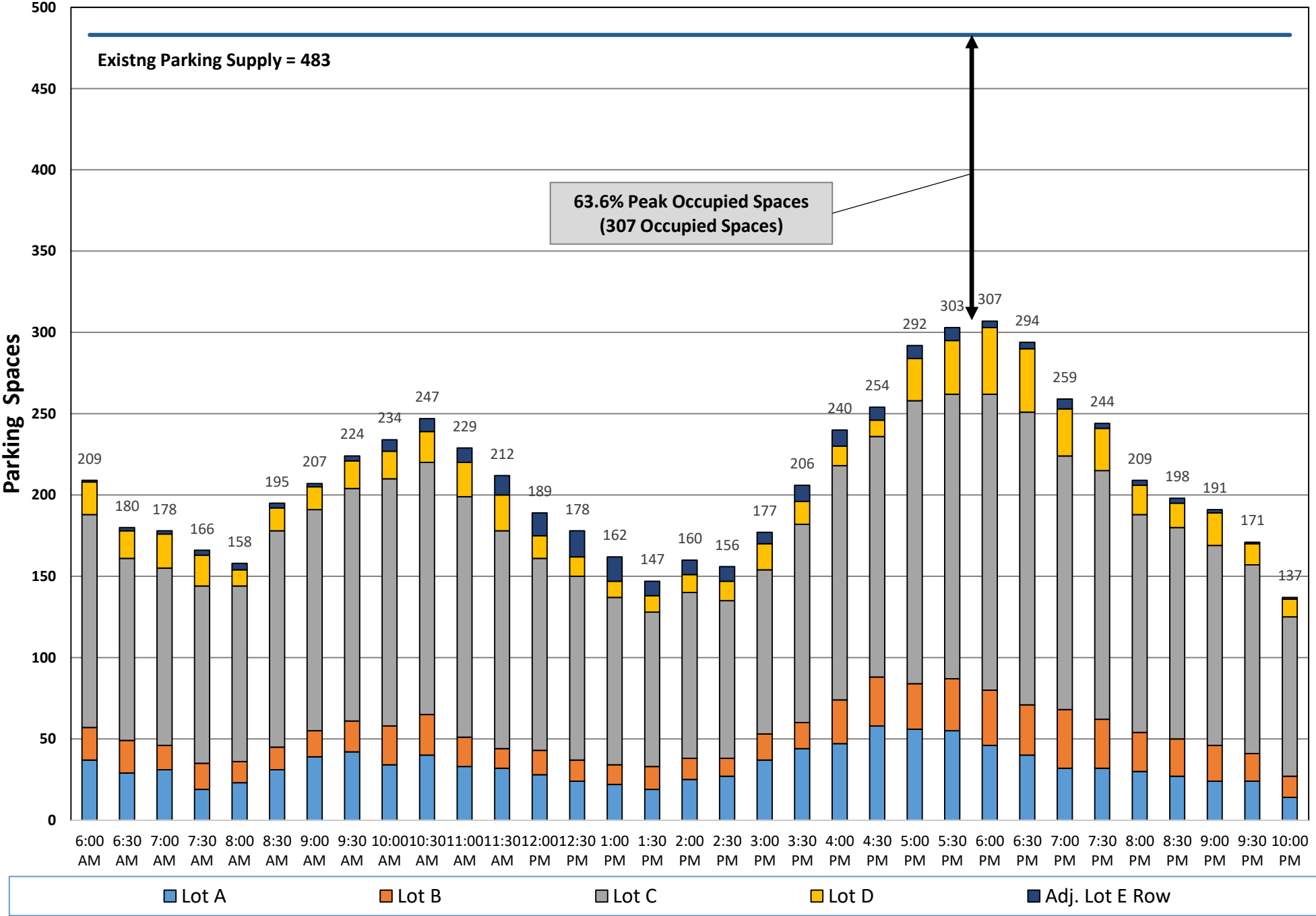


Chart 2: VASA Area - Parking Demand Summary: Fri., Oct. 24, 2025

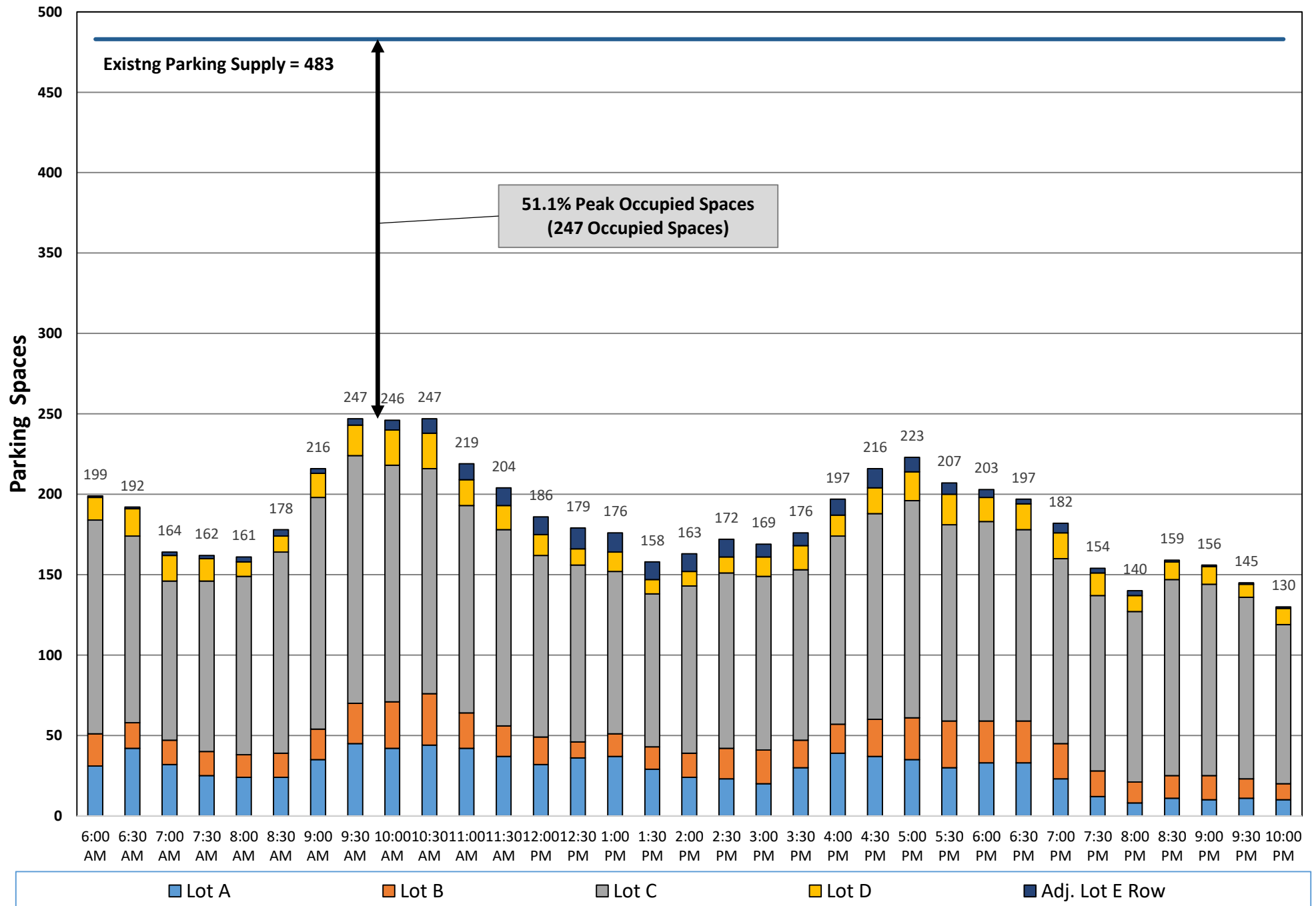
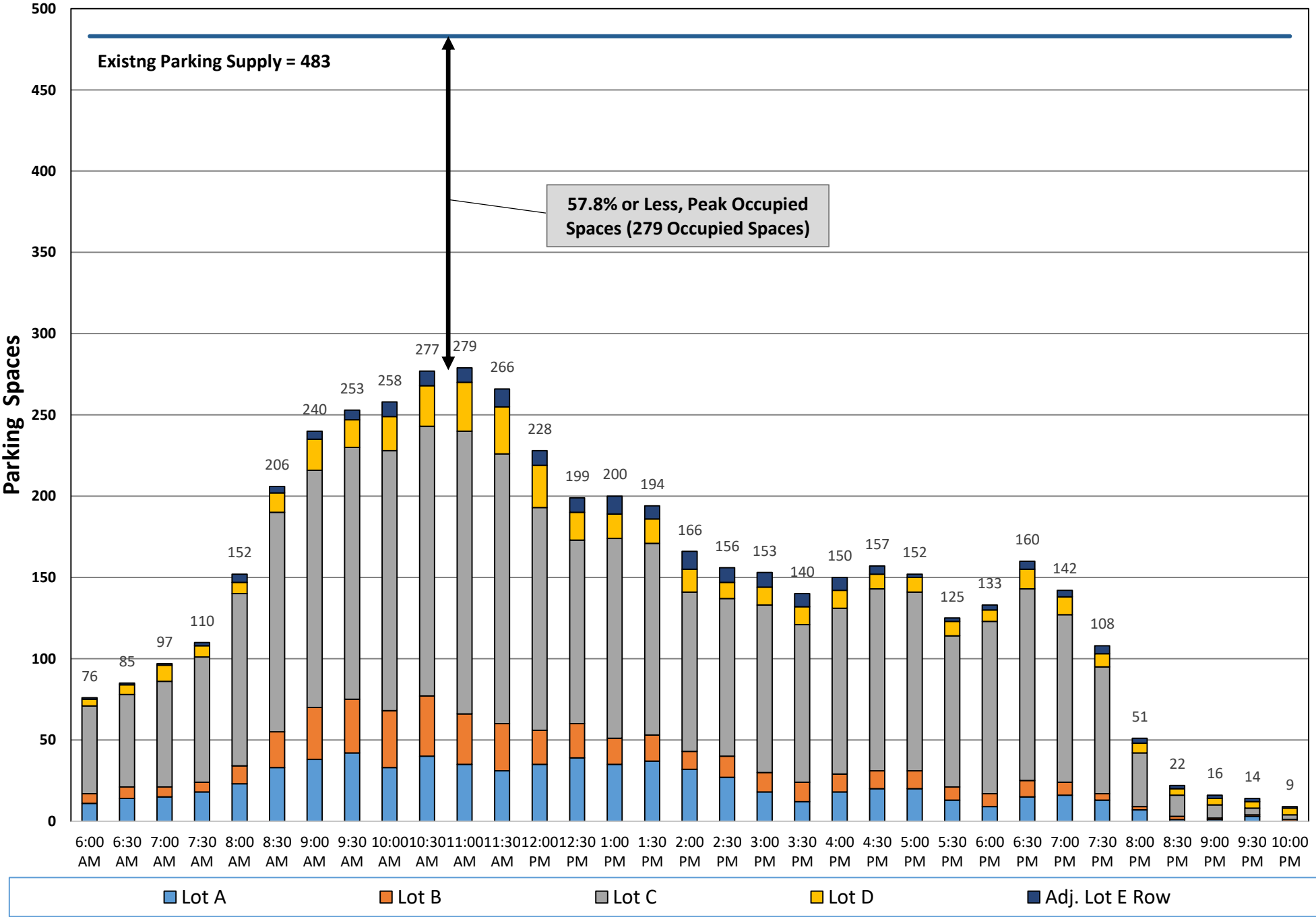


Chart 3: VASA Area - Parking Demand Summary: Sat., Oct. 25, 2025



IV. Future Forecasted Parking Demands

The following section provides an overview summary of the future forecasted parking demands that include the future Chick-Fil-A site. The future forecasted parking demands considered the following key elements:

- 1) **Redistribution of Existing Parking Demand.** Reassigned the measured peak demand vehicles that were parked in existing parking rows that will be reduced, removed, and/or relocated as a result of the proposed Chick-Fil-A site layout.
- 2) **Future Parking Demands for Chick-Fil-A.** Generated the expected peak parking demand that a drive-through only Chick-Fil-A would generate based on Chick-Fil-A data. The peak demand was then distributed over the 6:00 AM to 10:00 PM study period based on the hourly accumulation data for fast-food restaurants as provided by the Urban Land Institute (ULI).

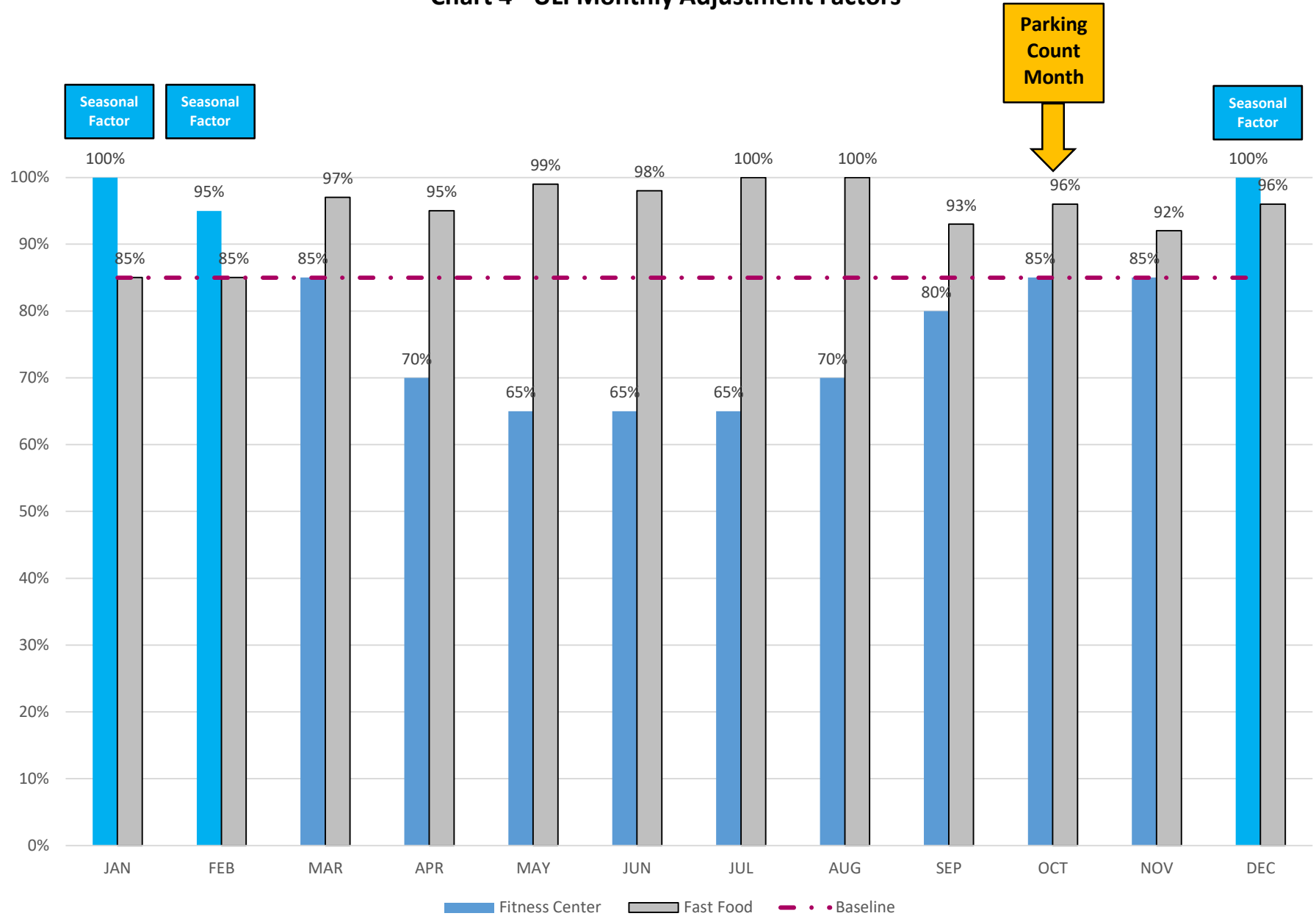
In review of Chick-Fil-A data for its existing restaurants with a drive-through only component, they were observed to have a parking demand ranging between 6 to 9 spaces per 1,000 SF of building area. The average demand would be approximately 7.5 spaces per 1,000 SF. In the interest of conservatism, a parking demand of 8.0 spaces per 1,000 SF was evaluated when also considering patrons visiting the future Chick-Fil-A restaurant would likely be captured from VASA Fitness members and other shopping center users who are already on-site.

The proposed drive-through only Chick-Fil-A layout reflects an approximate 2,714 SF restaurant. At 8.0 spaces/1,000 SF, its daily peak parking demand would occupy 22 spaces. According to ULI, the peak demand of 22 spaces would occur during its lunch service period. A secondary peak demand of 19 spaces would occur during its dinner service period which coincides with the fitness center's typical weekday (Monday through Thursday) peak.

- 3) **Seasonal Factors.** This study considered the expected monthly parking demand fluctuations that occur for fitness centers and fast-food restaurants as documented by ULI. As shown on **Chart 4**, the month of October when this parking demand study was conducted represents a month when a fitness center operates at 85 percent of its peak demand. According to ULI, October also represents a fitness center's most typical maximum demand between March and November or 75 percent of the entire year. As a result of the end of year holiday period and New Year's resolutions, fitness centers typically realize a relatively short peak demand period (100%) in December and January which then begins to decline to 95 percent in February and then further decreases entering the Spring and Summer seasons before it recovers back to 85 percent in the Fall. For the purpose of this assessment, the VASA Fitness was evaluated under its current typical parking demand condition (85%) as well as its peak seasonal demand period (95% to 100%) that occurs in December/January/February. To account for the seasonal parking demand increase, the measured north side parking demand was increased by approximately 12 percent (or 36 more vehicles).

Fast-food restaurants generally have a relatively constant peak demand with a minor dip during January and February. For the purpose of this assessment, the Chik-Fil-A was evaluated at its peak demand period (100%).

Chart 4 - ULI Monthly Adjustment Factors



Forecasted Parking Demand with Chick-Fil-A (March through November)

Figure 5 provides a graphical representation of the entire parking demand study area when considering the future Chick-Fil-A site layout and its forecasted peak parking demand that was added to the identified peak period measured by parking row on Thursday, October 23rd at 6:00 PM.

Overall Study Area (North and South Sides)

- 362 peak occupied spaces out of 647 provided spaces occurring at 6:00 PM (or 56.0% occupied)

North Side Only

- 314 peak occupied spaces out of 351 provided spaces occurring at 6:00 PM (or 89.5% occupied)

South Side Only

- 48 peak occupied spaces out of 296 provided spaces occurring at 6:00 PM (or 16.2% occupied)
- *assumes 8 north side vehicles would begin to park in the nearby south side parking area*

Forecasted Parking Demand with Chick-Fil-A & Fitness Center Peak Seasonal Factor (December through February)

Figure 6 provides a graphical representation of the entire parking demand study area when considering the future Chick-Fil-A parking demand as well as a seasonal factor for the Fitness Center to capture its peak demand period from December through February. These forecasts were added to the identified peak period measured by parking row on Thursday, October 23rd at 6:00 PM.

Overall Study Area (North and South Sides)

- 398 peak occupied spaces out of 647 provided spaces occurring at 6:00 PM (or 61.5% occupied)

North Side Only

- 332 peak occupied spaces out of 351 provided spaces occurring at 6:00 PM (or 94.6% occupied)

South Side Only

- 66 peak occupied spaces out of 296 provided spaces occurring at 6:00 PM (or 22.3% occupied)
- *assumes 26 north side vehicles would choose to park in the nearby south side parking area*

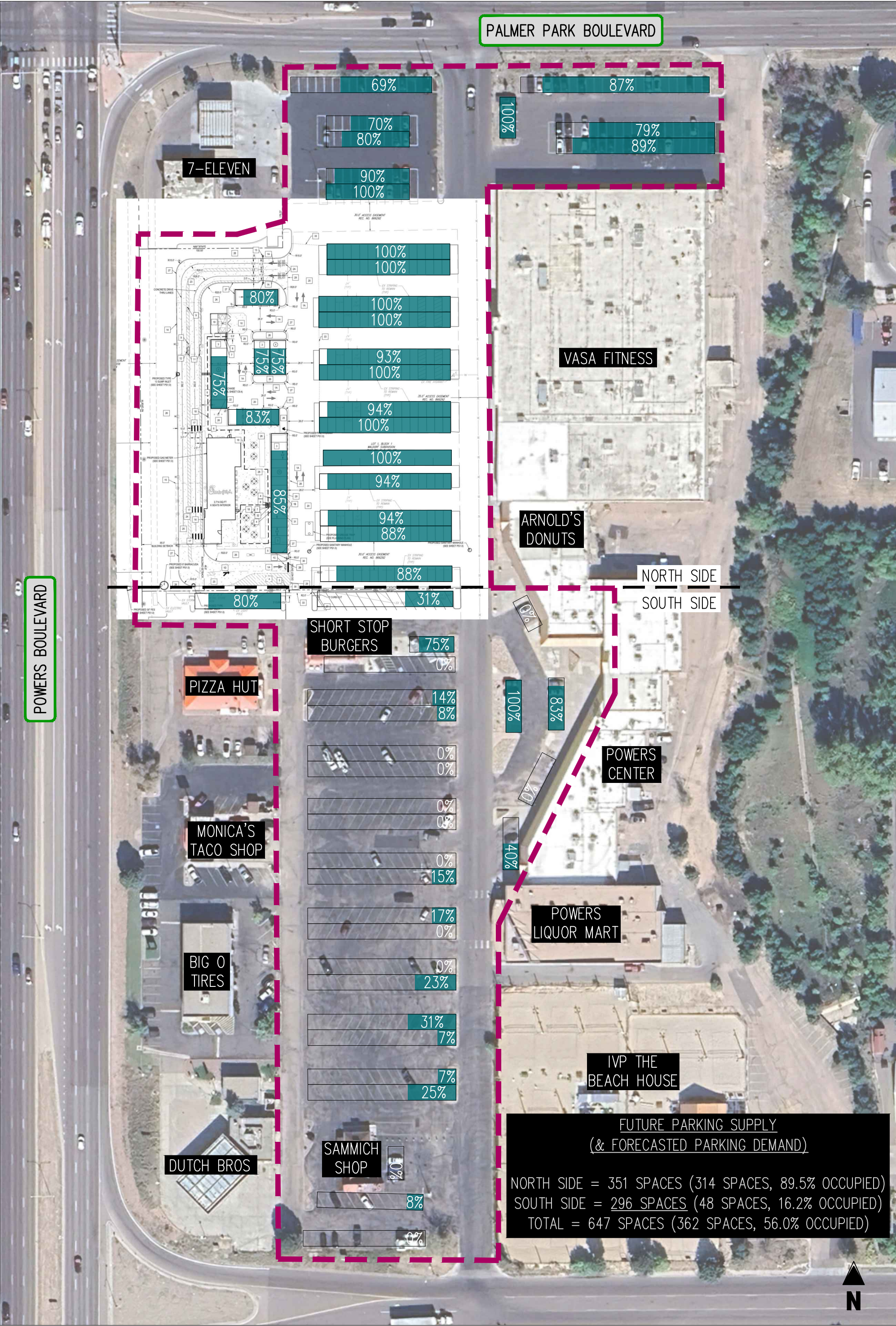


FIGURE 5
FUTURE PEAK HOUR PARKING OCCUPANCY – TYPICAL WEEKDAY @ 6 PM (MAR – NOV)



Forecasted Parking Demand if assumed to Soley occur within VASA Fitness/Chick-Fil-A Primary Parking Area (Lots A to E)

Chart 5 through Chart 7 summarize the future parking demands as a stacked bar chart for Lots A to E.

Chart 5: Future Parking Demand Summary – PEAK DAY: Typical Weekday (Mon-Thurs)

- **March to November:** 326 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 87.2% occupied)
- **December to February:** 362 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 96.8% occupied*)
**As reflected on Figure 6, once the north side parking area begins to approach capacity during the peak fitness center months (December, January, and February), it would be expected that the future parking demand would utilize the abundant amount of available parking in the south side parking area.*

Chart 6: Future Parking Demand Summary –Typical Friday

- **March to November:** 261 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 69.8% occupied)
- **December to February:** 290 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 77.3% occupied)

Chart 7: Future Parking Demand Summary –Typical Saturday

- **March to November:** 299 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 79.9% occupied)
- **December to February:** 332 peak occupied spaces out of 374 provided spaces occurring at 6:00 PM (or 88.5% occupied)

Chart 5: Future Parking Demand Summary (Lots A to E) - Peak Day: Typical Weekday (Mon-Thurs)
 (Includes Fitness Center Seasonal Factor and future CFA demands)

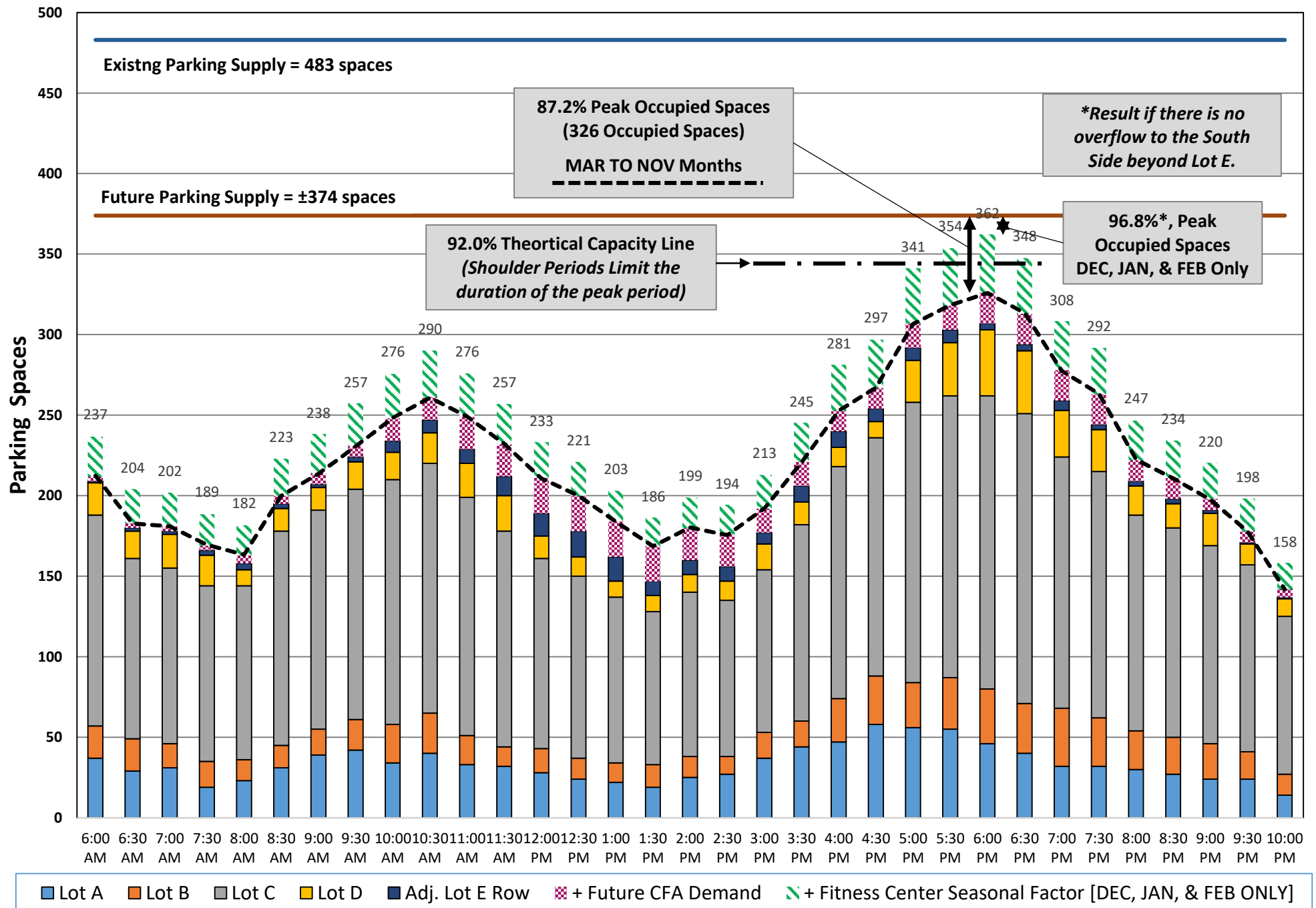


Chart 6: Future Parking Demand Summary (Lots A to E): Typical Friday
 (Includes Fitness Center Seasonal Factor and future CFA demands)

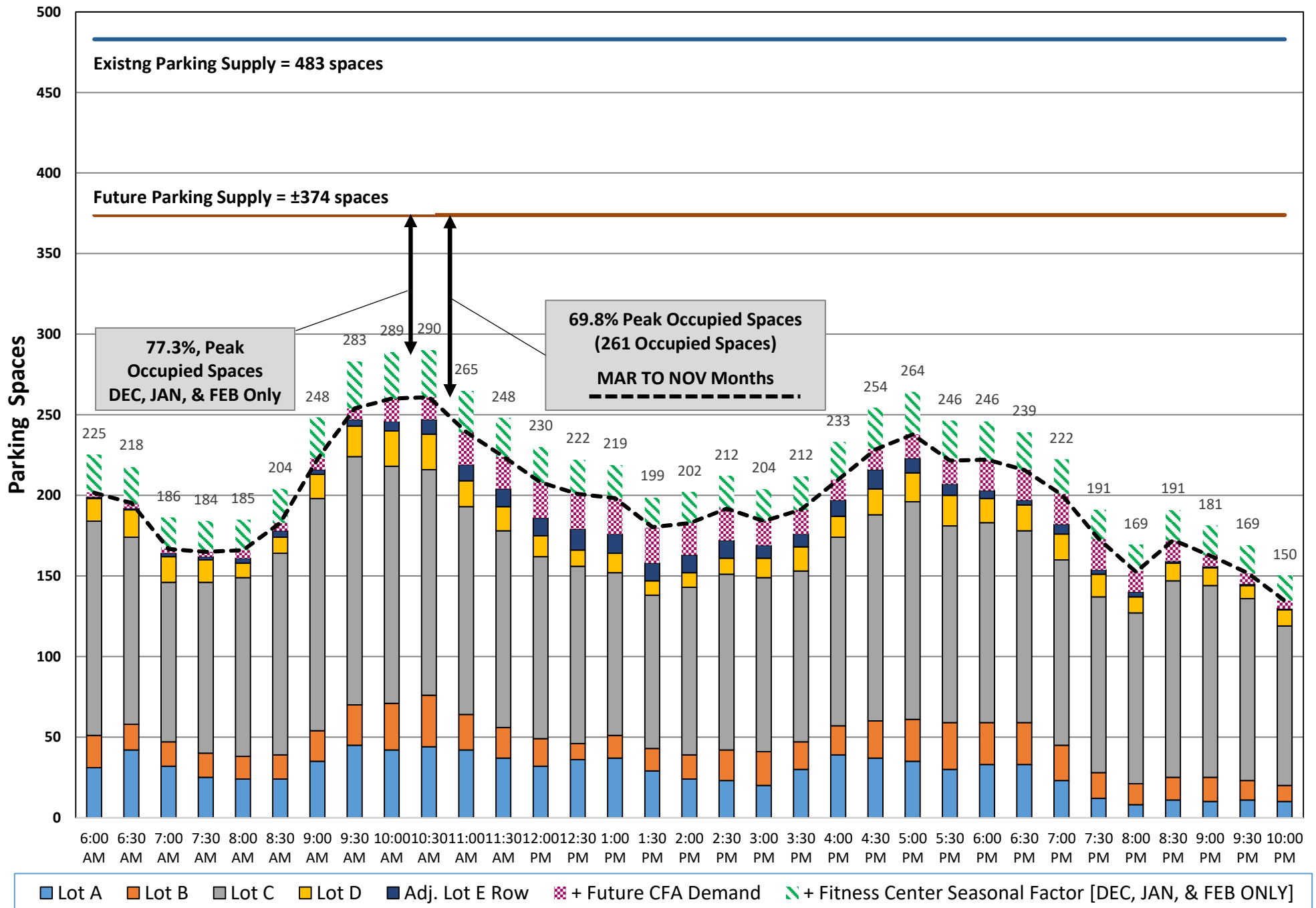
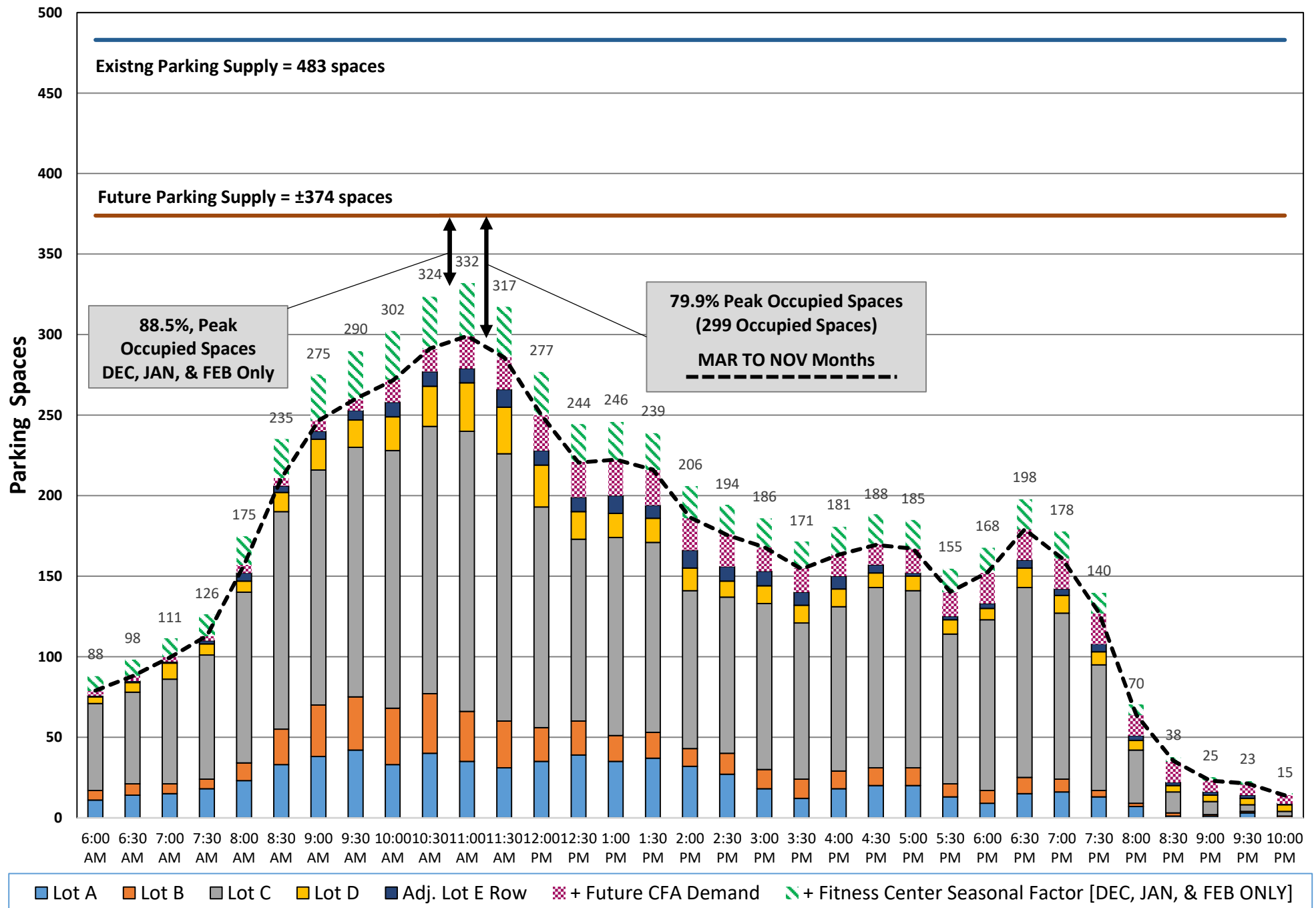


Chart 7: Future Parking Demand Summary (Lots A to E): Typical Saturday
 (Includes Fitness Center Seasonal Factor and future CFA demands)



IV. Summary

The following section provides an overview summary of the parking occupancy counts collected at the Powers Center to evaluate the impacts of developing a Chick-Fil-A drive-through only restaurant proximate to the existing VASA Fitness.

1. Parking occupancy counts were collected by parking row every 30-minutes from 6 AM to 10 PM on Thursday, October 23 through Saturday, October 25, 2025 to capture a typical weekday (Monday – Thursday), Friday, and Saturday condition. Chick-Fil-A restaurants are closed on Sundays, therefore a typical Sunday was not evaluated for this assessment.
2. The parking demand study area focused on the general shopping center parking areas while excluding the nested parking areas that primarily serve outparcel uses. Any spill over parking from the outparcels would have been captured in the primary parking area counts.
3. Based on the 3-day parking occupancy counts, Thursday, October 23rd recorded the highest peak occupancy period which occurred at 6 PM.
4. In review of the peak day, there were two (2) distinct 30-minute peaks in the morning and evening where the evening was the highest period. During the 6 PM peak, the overall shopping center parking was approximately 45 percent occupied with 343 of 756 spaces occupied as broken down below:
 - North Side (VASA Fitness) Parking Area: 303 of 460 spaces occupied (or 65.9% occupied)
 - South Side Parking Area: 40 of 296 spaces occupied (or 14% occupied)

Disclaimer: An overall shopping center peak period occurred at 6:30 PM (6 more vehicles than observed at 6 PM) which reflected when the south side area experienced a minor increase in demand when north side parking demand begins to reduce. In the interest of focusing on the VASA Fitness' peak parking demand, this assessment focused on the 6 PM peak period.

5. In review of the peak day and focusing on the primary VASA Fitness parking areas (Lots A to E), the measured peak parking demand resulted in 303 of 483 spaces occupied (or 63.6% occupied).
6. When considering the implementation of the Chick-Fil-A site layout that would both displace existing parking and then add 40 new parking spaces, there would be a net decrease of approximately 109 spaces from the shopping center.
7. The Chick-Fil-A drive-through only use was conservatively estimated to add 19 vehicles to the existing peak parking demand at 6 PM on Thursday. It is anticipated that patrons visiting the future Chick-Fil-A restaurant would likely be captured from VASA Fitness members and other shopping center users who are already on-site.
8. The future condition that includes Chick-Fil-A forecasted parking demand was also evaluated without and with a seasonal factor adjustment for the fitness center to account for the limited period increase in parking demands that are realized by fitness centers between December and February. This temporary fitness center increase is a result of members taking advantage of the winter holiday

break in December and New Year's resolutions to return to the gym. This assessment estimated the measured peak demand at 6 PM within in the North side parking area would increase by approximately 12 percent (or 36 vehicles) and would begin to self-distribute to the south side area.

9. With the development of the Chick-Fil-A site, the overall Powers Center (cumulative north/south sides) would continue to have an abundant amount of available parking when:
 - 362 of 647 provided spaces are occupied (56.0% occupied) on a weekday at 6 PM (Mar – Nov) and
 - 398 of 647 provided spaces are occupied (61.5% occupied) on a weekday at 6 PM (Dec – Feb) during the Fitness Center peak parking demand months
10. As common with most shopping centers, the overall available parking supply is typically overbuilt and plentiful but not always located in perceived areas that provide the most optimal convenience to every visitor to the center. When reviewing the parking areas most adjacent to the VASA Fitness that would then include the future Chick-Fil-A restaurant, the parking spaces would continue to be more actively used at parking utilization rates approaching the high end of nearing capacity giving the impression the parking area has filled during the absolute peak time of day (6 PM). As measured in the field, this peak period would be short lived with parking becoming available before and after the peak period. Parking at retail centers is generally perceived to reach capacity when parking capacity reaches and/or exceeds 92% full.
 - Future parking forecasts indicate the parking area that would most directly serve the VASA Fitness and Chick-Fil-A restaurant would reach 87.2 percent occupancy for the majority of year (Mar-Nov) during a non-Friday weekday at 6 PM.
 - Future results indicate this parking area would reach theoretical capacity between 5:30 PM and 6:30 PM during the VASA Fitness' peak monthly demand period which occurs from December through February.
11. The shoulder periods (hour before and after) of the peak parking demand times provide additional available parking opportunities.
12. During the peak times of the year, VASA Fitness' multiple locations (4) within the greater Colorado Springs, CO area affords current members the choice to visit the VASA Fitness that is most convenient to their needs. If, or when, a new VASA Fitness location opens in the area, more choices will be provided which would further distribute peak demands between sites, as it is likely to occur today.
13. Given the abundance of parking provided within the overall shopping center and consideration of the most typical operating conditions, there would be adequate parking available within the area directly serving the VASA Fitness and future Chick-Fil-A restaurant. During the Fitness Center's peak demand months (Dec-Feb), there would be an approximate hour period in the evening when parking would reach capacity where it would be anticipated VASA Fitness members would seek available parking in the nearby South side parking area or choosing to alternate times to workout.

IV. Recommendations

1. The Powers Center should seek opportunities to absorb vehicles from the North side parking area to the South side area. This should be achieved through the ongoing coordination efforts that have occurred between Hawkins Development, VASA Fitness, and Chick-Fil-A where these parties have agreed to an employee parking program. This would include coordinating and designating employees serving the North side uses to park in the underutilized parking spaces within the South side parking area. This would provide the most benefit during the peak parking demand months from December through February when the VASA Fitness is expected to experience its highest parking demands.
2. VASA Fitness members should be advised of all the permitted parking areas within the greater Powers Center.
3. Chick-Fil-A should seek to designate a portion of the parking spaces adjacent to its building as short-term pick-up spaces to reduce vehicle circulation time for its customers.