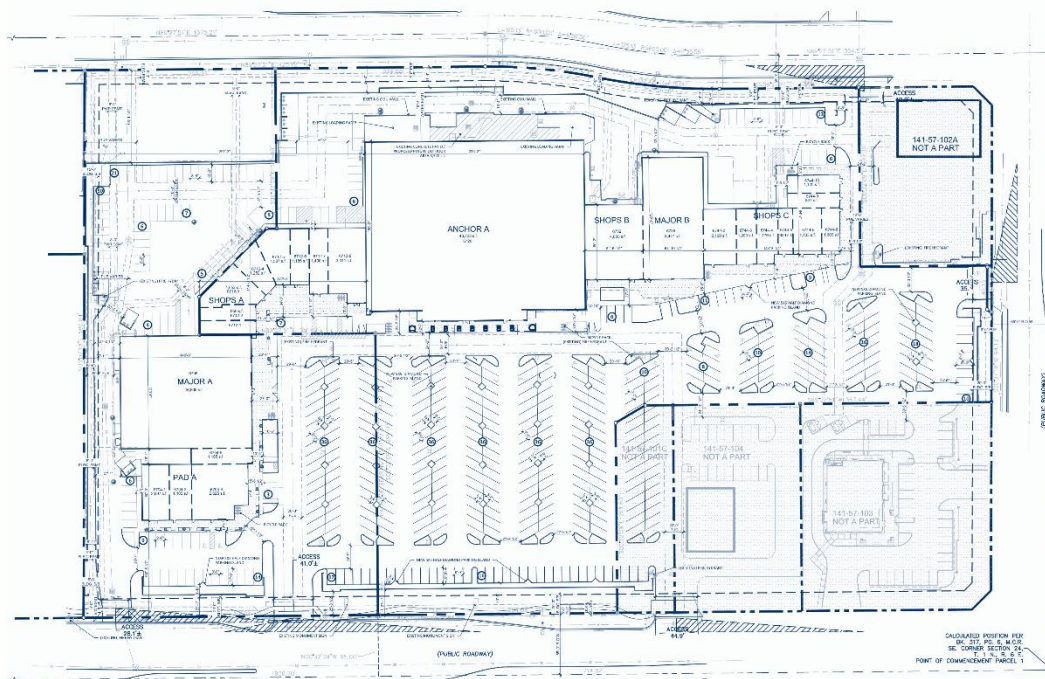


EOS Fitness - Power Village

Parking Master Plan



Prepared for



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March 5, 2026



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1. EXECUTIVE SUMMARY

Lōkahi, LLC (Lōkahi) was retained by RKAA Architects, Inc. to complete a Parking Master Plan for the proposed Power Village development located at the northwest corner (NWC) of Power Road and Broadway Road in the City of Mesa, Arizona.

An existing vacant shopping center, known as Power Village, is located on the NWC of Power Road and Broadway Road. Aerial imagery indicates that this site has remained vacant since approximately 2012. The stand along Starbucks and Dairy Queen buildings also located on the NWC are not part of this property. The large parking lot is no longer used along with the vacant buildings.

No alterations to existing buildings' square footage or the on-site parking are proposed with the project. The redevelopment will bring new tenants to the currently vacant Power Village shopping center. The overall site layout, building footprints, and parking inventory will remain unchanged. The proposed land uses to be located within Power Village are as follows:

- Gym (EOS Fitness) 43,723 square feet (SF)
- General Retail 59,531 SF

Conversions of an 'anchor' building from a grocery store or other commercial use to an EOS Fitness location have been successfully completed in five (5) other nearby locations, including the NWC corner of McKellips Road and Gilbert Road, the southeast (SEC) corner of Rural Road and Ray Road, the northeast corner (NEC) of McClintock Drive and Warner Road, the southwest corner (SWC) of US-60 (Superstition Freeway) and Greenfield Road, and the SWC of Ellsworth Road and Baseline Road.

The objective of this Parking Master Plan is to demonstrate that the **480 on-site parking spaces will provide sufficient parking** to meet the anticipated parking demand generated by the proposed new tenants, including EOS Fitness.

Public Transportation Consideration

Within the immediate vicinity of Power Village, there are three (3) bus stops with pedestrian-friendly facilities that include benches and shaded waiting areas which support the use of public transit for travel to and from the site. It is anticipated that a percentage of visitors to Power Village will arrive and depart via bus, hence generating zero (0) on-site parking demand.

City of Mesa Required Parking

Utilizing the criteria provided in Section 11-32-3 *Parking Spaces Required* of the City of Mesa Code of Ordinances, the site generates a requirement of 596 parking spaces for the future Power Village



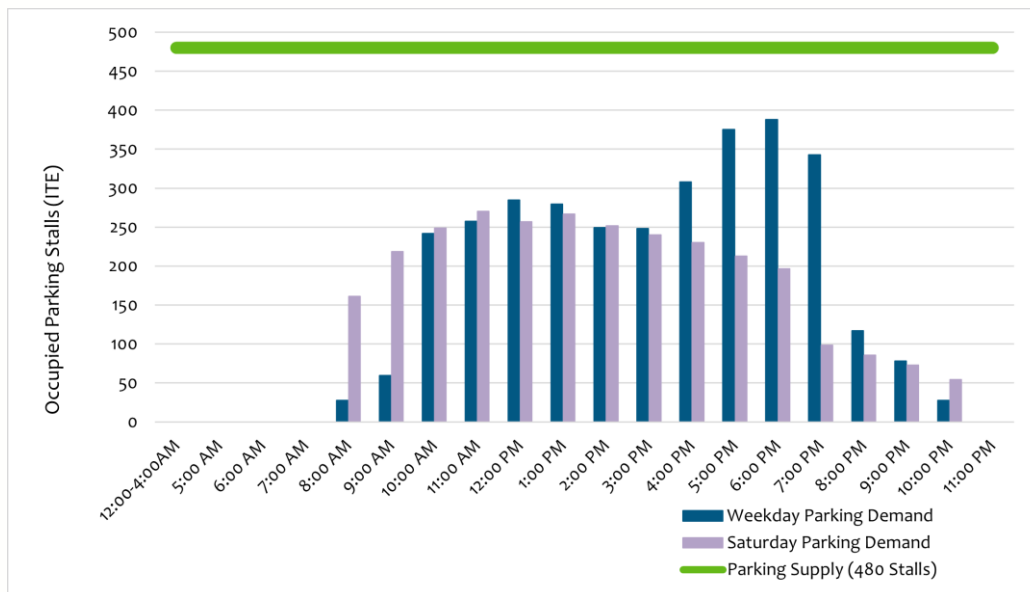
tenants. **With 480 parking stalls provided within the existing Power Village development, this represents a deficit of 116 (19.5%) parking stalls.**

ITE Parking Generation

Based upon *ITE Parking Generation, 6th Edition*, the weekday, Saturday, and Sunday parking demand associated with the future Power Village tenants is 414, 296, and 278 parking stalls, respectively.

With 480 parking stalls provided, this represents a surplus of 66 (15.9%), 184 (62.2%), and 202 (72.7%) parking stalls in the existing development on a weekday, on Saturday, and on Sunday, respectively.

The site will experience fluctuations in parking demand throughout any given day. Therefore, to illustrate parking demand fluctuations throughout a typical day, a time-of-day analysis was completed based on data provided in the *ITE Parking Generation, 5th Edition*. As shown in the chart below, the 480 parking stalls accommodate the parking demand throughout all periods of a typical day.



Time of Day Parking Demand

Nearby Agency Parking Standards

Seven (7) nearby agencies' parking standards were evaluated and applied to the future projected tenant mix of Power Village. The Cities of Avondale, Buckeye, Glendale, Peoria, Scottsdale, Surprise, and the Town of Queen Creek were evaluated. Each of these agencies' parking standards demonstrated that the future tenants of Power Village could successfully operate with the 480 parking spaces provided on-site.



Observed Parking Demand

EOS Fitness is a prospective tenant for Power Villate expected to generate the highest parking demand. To verify an appropriate parking supply, a total of six (6) hours of parking occupancy data and filed observations were collected at three (3) nearby EOS Fitness locations, on both a Saturday and a Tuesday according to the busiest times for each EOS Fitness location. The highest recorded parking ratio across all locations and observation periods was 1 space per 210 SF of building area. This highest recorded parking ratio was applied to the EOS Fitness at Power Village, while the City of Mesa parking ratios were applied to the remaining retail uses. Based on this methodology, the projected parking demand for the future tenants of Power Village is **425 parking stalls**. **With 480 parking stalls provided within the existing Power Village development, the site will operate with a surplus of 55 (12.8%) parking stalls.**

Parking Summary

	Reference Table	Parking Stalls	Surplus
City of Mesa Code of Ordinances			
Parking Requirements	3	594	-114
ITE Parking Generation, 6th Edition			
Average - Weekday	4	414	66
Average - Saturday	5	296	184
Average - Sunday	6	278	202
Similar Agency Parking Standards			
City of Avondale	7	418	62
City of Buckeye	8	281	199
City of Glendale	9	345	135
City of Peoria	10	458	22
Town of Queen Creek	11	423	57
City of Scottsdale	12	414	66
City of Surprise	13	324	156
Observed Parking Demand			
Highest Observed EOS Parking Demand + Mesa Retail	16	425	55

In conclusion, the 480 parking spaces provided within the existing Power Village development exceed the parking demand associated with the proposed operations and prospective. Based on the national ITE parking demand calculations, the parking demand established by nearby agencies, and the observed parking data collected at nearby EOS Fitness locations, the available parking results in surplus and is adequate to accommodate the proposed Power Village site.



2. INTRODUCTION

Lōkahi, LLC (Lōkahi) was retained by RKAA Architects, Inc. to complete a Parking Master Plan for the proposed Power Village development located at the NWC of Power Road and Broadway Road in the City of Mesa, Arizona.

An existing vacant shopping center, known as Power Village, is located on the NWC of Power Road and Broadway Road. Aerial imagery indicates that this site has remained vacant since approximately 2012. The stand along Starbucks and Dairy Queen buildings also located on the NWC are not part of this property. The large parking lot is no longer used along with the vacant buildings.

No alterations to existing buildings' square footage or the on-site parking are proposed with the project. The redevelopment will bring new tenants to the currently vacant Power Village shopping center. The overall site layout, building footprints, and parking inventory will remain unchanged. The proposed land uses to be located within Power Village are as follows:

- Gym (EOS Fitness) 43,723 SF
- General Retail 59,531 SF

2.1 SCOPE OF STUDY

The objective of this Parking Master Plan is to demonstrate that the **480 on-site parking spaces will provide sufficient parking** to meet the anticipated parking demand generated by the proposed new tenants, including EOS fitness.

The Power Village – EOS Fitness Parking Master Plan calculates the number of on-site parking spaces required by the City of Mesa Code of Ordinances, *ITE Parking Generation, 6th Edition*, nearby agencies similar in nature to Mesa, and observed parking occupancy data from similar EOS Fitness sites.



2.2 STUDY AREA

The approximately 9.84-acre site is located at the NWC of Power Road and Broadway Road in the City of Mesa, Arizona. The general vicinity of the study area consists of a mix of residential, commercial, and medical land uses.

See **Figure 1** for a vicinity map.

2.2.1 PUBLIC TRANSPORTATION – POWER VILLAGE

Within the immediate study area surrounding Power Village, Valley Metro runs three (3) bus routes:

- Route 40 (Superstition Springs Transportation Center): runs east-west and connects Superstition Springs Transit Center to ASU Tempe and Central Phoenix.
- Route 45 (Superstition Springs): runs east-west and connects Mesa to Tempe and Phoenix.
- Route 184 (ASU Polytechnic): runs north-south and connects ASU Polytechnic with Power Road Park and Ride.

There are three (3) bus stops within 500 feet of the Power Village site and each is serviced by Routes 40, 45, and 184. Two (2) sheltered and shaded stops are located at the SWC and NEC of the Power Road and Baywood Avenue intersection. One (1) bus stop is located at the SWC corner of Power Road and Broadway Road.

Sidewalks and marked crosswalks provide continuous pedestrian connections from each of the three (3) bus stops to the Power Village site, supporting safe and convenient access for public transportation users.

In consideration of the availability of public transportation and pedestrian infrastructure within the study area, it is anticipated that a percentage of visitors to the Power Village site will arrive and depart via bus, thus generating have zero (0) on-site parking demand.



FIGURE 1 | VICINITY MAP



3. PROPOSED DEVELOPMENT

The existing Power Village development is located at the NWC of Power Road and Broadway Road in the City of Mesa, Arizona.

An existing vacant shopping center, known as Power Village, is located on the NWC of Power Road and Broadway Road. Aerial imagery indicates that this site has remained vacant since approximately 2012. The large parking lot is no longer used along with the vacant buildings.

No alterations to existing buildings' square footage or the on-site parking are proposed with the project. The redevelopment will bring new tenants to the currently vacant Power Village shopping center. The overall site layout, building footprints, and parking inventory will remain unchanged. The proposed land uses to be located within Power Village are as follows:

- | | |
|---------------------|-----------|
| • Gym (EOS Fitness) | 43,723 SF |
| • General Retail | 59,531 SF |

See **Figure 2** and **Appendix A** for the proposed site plan.



CALCULATED POSITION PER
BK. 317, PG. 6, M.C.R.
SE. CORNER SECTION 24,
T. 1 N., R. 6 E.
OF COMMENCEMENT PARCEL 1

PARKING NUMBERS:	141-07-101B & 141-07-101D
EXISTING ZONING:	LC (LIMITED COMMERCIAL)
SITE AREA:	9.874 ACRES (404,500 S.F.)
PROPOSED USE:	COMMERCIAL
BUILDING HEIGHT:	31'-0" (EXISTING TO REMAIN)
BUILDING AREA:	39'-0" (EOS TOWING - NEW)
TOTAL:	10,264 S.F.
AREAS COVERAGE:	23.8%
LANDSCAPE AREA:	66,387 S.F. (±)
COVERAGE:	16.1%
EOE:	
BUILDING :	43,723 S.F.
OUTDOOR :	3,620 S.F.
TOTAL :	47,343 S.F.
PARKING REQUIREMENT:	
RETAIL : 1 SPACE PER 375 S.F.	
GYMS : 1 SPACE PER 100 S.F.	
EOE :	
RETAIL : 43,723 S.F. / 100 =	437 SPACES
RETAIL : 40,931 S.F. / 375 =	109 SPACES
TOTAL REQUIRED PARKING:	546 SPACES
TOTAL PROVIDED PARKING:	546 SPACES (EXISTING)
ADA PARKING REQUIREMENTS	
PROVIDED :	9 SPACES
	25 SPACES
BICYCLE PARKING:	
1 SPACE PER 20 PARKING STALLS (UP TO 50 BICYCLE SPACES)	
1 SPACE PER 20 PARKING STALLS (AFTER 50 BICYCLE SPACES)	
TOTAL REQUIRED :	480 PARKING STALLS / 10 =
TOTAL PROVIDED :	48 SPACES

SP-1

RKAA#25252



RKAA
ARCHITECTS INC.

FIGURE 2 | SITE PLAN



4. CITY OF MESA REQUIRED PARKING

Section 11-32-3 *Parking Spaces Required* of the City of Mesa Code of Ordinances, provides the minimum off-street parking spaces requirement for independent commercial buildings and land uses. See **Appendix B** for the parking ratios presented in Section 11-32-3. **Table 1** and **Table 2** below provide a summary of the on-site suites and square footages within the Power Village development:

Table 1 – Power Village Land Uses and Square Footage Allocations

Address	Tenant	Square Footage
6704-1	PAD A	2,697
6704-2		1,103
6704-4		2,625
6704-6		1,185
6708	Major A	16,800
6712-1	Shops A	455
6712-2		950
6712-3		1,652
6712-4		1,252
6712-5		1,587
6712-6		1,185
6712-7		1,400
6712-8		3,011
6720	EOS Fitness	43,723
6732	Shops B	4,833
6736	Major B	8,447
6744-2	Shops C	2,100
6744-3		1,200
6744-4		1,176
6744-5		920
6744-6		1,103
6744-8		1,000
6744-9		847
6744-10		1,120

Table 2 – Power Village Land Uses Summary

Tenant	Square Footage
EOS Fitness	43,723
Retail (PAD A, Major A, Shops A, Shops B, Major B, Shops C)	59,531



Applying the City of Mesa parking ratios to the prospective EOS Fitness tenant and other future Power Village tenants results in the following parking requirement, as seen in **Table 3**.

Table 3 – City of Mesa Parking Requirement

Land Use	Mesa Parking Category	Rate	Quantity	Units	Parking Spaces
EOS Fitness	Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1.0 per 100 SF	43,723	SF	437
Retail	General offices, retail, and services	1.0 per 375 SF	59,531	SF	159
					596

Utilizing the criteria provided in Section 11-32-3 *Parking Spaces Required* within the *City of Mesa Code of Ordinances*, the City of Mesa requires 596 parking spaces for the prospective EOS Fitness tenant and other future tenants of the Power Village development. **With 480 parking stalls provided in the existing Power Village development, this represents a deficit of 116 (19.5%) parking stalls.**



5. ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) publication titled *Parking Generation*, 6th Edition is utilized to estimate parking demand based on nationally researched data and experiences of transportation engineering and planning professionals.

The average weekday, Saturday, and Sunday ITE peak period parking demand calculations for the Power Village land uses are presented below in **Table 4**, **Table 5**, and **Table 6**, respectively.

Table 4 – ITE Average Parking Demand (Weekday)

Use	ITE Land Use Name	Weekday Rate	Quantity	Units	Parking Stalls
EOS Fitness	ITE Code 492 - Health / Fitness Club	5.20 Per 1 1,000 SF GFA	43,723	SF GFA	228
Retail	ITE Code 821 - Shopping Plaza (40-150k) (No Supermarket)	3.11 Per 1 1,000 SF GFA	59,531	SF GFA	186
Total					414

Table 5 – ITE Average Parking Demand (Saturday)

Use	ITE Land Use Name	Saturday Rate	Quantity	Units	Parking Stalls
EOS Fitness	ITE Code 492 - Health / Fitness Club	3.48 Per 1 1,000 SF GFA	43,723	SF GFA	153
Retail	ITE Code 821 - Shopping Plaza (40-150k) (No Supermarket)	2.40 Per 1 1,000 SF GFA	59,531	SF GFA	143
Total					296

Table 6 – ITE Average Parking Demand (Sunday)

Use	ITE Land Use Name	Sunday Rate	Quantity	Units	Parking Stalls
EOS Fitness	ITE Code 492 - Health / Fitness Club	3.48 Per 1 1,000 SF GFA	43,723	SF GFA	153
Retail	ITE Code 821 - Shopping Plaza (40-150k) (No Supermarket)	2.09 Per 1 1,000 SF GFA	59,531	SF GFA	125
Total					278

*Saturday rates were used as surrogates for Sunday rates for ITE Codes where Sunday rates were not provided.



5.1 TIME-OF-DAY PARKING DEMAND

The site will experience fluctuations in parking demand throughout any given day. Therefore, to illustrate parking demand fluctuations throughout a typical day, a time-of-day analysis was completed based on data provided in the *ITE Parking Generation, 5th Edition*. The time-of-day parking demand associated with the future Power Village tenants is shown in **Figure 3** for a typical weekday and a typical Saturday.

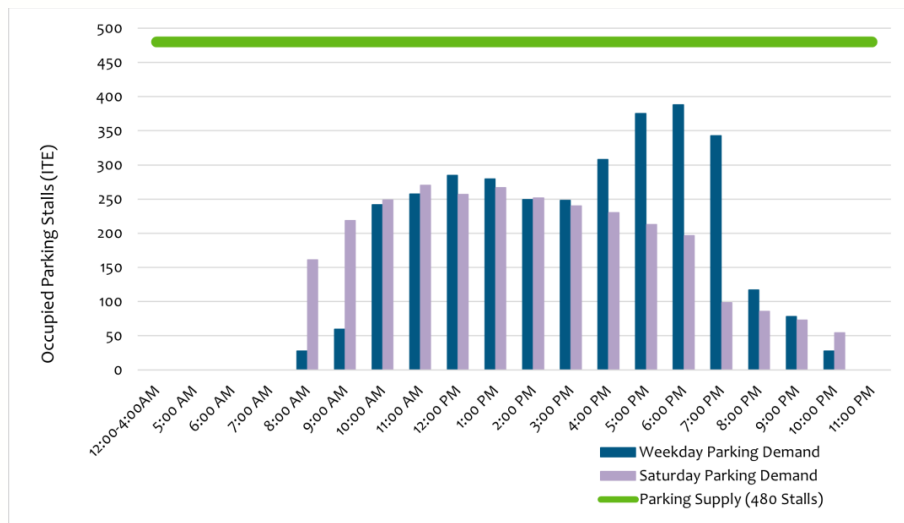


Figure 3 - Time-of-Day Parking Demand

As shown in **Figure 3**, the 480 parking stalls provided on-site exceed the anticipated parking demand associated with the future Power Village tenants. The time-of-day parking demand chart demonstrates that the 480 parking stalls adequately accommodate fluctuations in parking demand throughout a typical day.

Based upon *ITE Parking Generation, 6th Edition*, the weekday, Saturday, and Sunday parking demand for the future tenants of Power Village is 414, 296, and 278 parking stalls, respectively. **With 480 parking stalls provided, this results in a surplus of 66 (15.9%), 184 (62.2%), and 202 (72.7%) parking stalls on a weekday, on Saturday, and on Sunday, respectively.**



6. SIMILAR AGENCY PARKING STANDARDS

This section analyzes the parking requirements of seven (7) nearby cities/towns/agencies, applying their respective parking standards to the projected future Power Village tenant mix.

City of Avondale

Utilizing the City of Avondale *Code of Ordinances* Section 28-164 *Required parking*, the required parking demand for Power Village is shown in **Table 7**.

Table 7 – City of Avondale – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Indoor recreational uses (unless otherwise specified)	1.0	Per	200 square feet GFA	43,723	SF	219
Retail	Retail establishments or centers greater than 50,001 SF of gross building area	1.0	Per	300 square feet GFA	59,531	SF	199
Total							418

Utilizing the criteria provided in Section 28-164 *Required parking* within the City of Avondale *Code of Ordinances*, 418 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 62 (14.8%) parking stalls.**

City of Buckeye

Utilizing the City of Buckeye *Development Code* Section 5-6 *Off-Street Parking*, the required parking demand for Power Village is shown in **Table 8**.

Table 8 – City of Buckeye – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Recreation and Entertainment, Indoor - All use types	1.0	Per	400 square feet GFA	43,723	SF	110
Retail	Retail (Sales) - Large retail	1.0	Per	350 square feet GFA	59,531	SF	171
Total							281

Utilizing the criteria provided in Section 5-6 *Off-Street Parking* within the City of Buckeye *Development Code*, 281 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 199 (70.8%) parking stalls.**





City of Glendale

Utilizing the City of Glendale *Unified Development Code* Section 35.4.000 *Off-Street Parking*, the required parking demand for Power Village is shown in **Table 9**.

Table 9 – City of Glendale – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Personal Services	1.0	Per	300 square feet GFA	43,723	SF	146
Retail	Retail, General	1.0	Per	300 square feet GFA	59,531	SF	199
Total							345

Utilizing the criteria provided in Section 35.4.000 *Off-Street Parking* within the City of Glendale *Unified Development Code*, 345 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 135 (39.1%) parking stalls.**

City of Peoria

Utilizing the City of Peoria *Code of Ordinances* Section 21-903 *Parking Requirements*, the required parking demand for Power Village is shown in **Table 10**.

Table 10 – City of Peoria – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Indoor Recreation - Facilities providing ... fitness center and similar indoor facilities	1.0	Per	200 square feet GFA	43,723	SF	219
Retail	Retail, Rentals and Sales - Establishments providing general retail sales and services in a shopping center	1.0	Per	250 square feet GFA	59,531	SF	239
Total							458

Utilizing the criteria provided in Section 21-903 *Parking Requirements* within the City of Peoria *Code of Ordinances*, 458 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 22 (4.8%) parking stalls.**



Town of Queen Creek

Utilizing the Town of Queen Creek Zoning Ordinance Section 5.6 *Parking and Loading Standards*, the required parking demand for the Power Village is shown in **Table 11**.

Table 11 – Town of Queen Creek– Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Recreation and Entertainment Indoor - Health Club/Fitness Center	1.0	Per	200 square feet GFA, excluding first KSF, + 10 spaces	43,723	SF	224
Retail	Retail - General	1.0	Per	300 square feet GFA	59,531	SF	199
Total							423

Utilizing the criteria provided in Section 5.6 *Parking and Loading Standards* within the Town of Queen Creek Zoning Ordinance, 423 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 57 (13.5%) parking stalls.**

City of Scottsdale

Utilizing the City of Scottsdale Basic Zoning Ordinance Article IX *Parking and Loading Requirements*, the required parking demand for Power Village is shown in **Table 12**.

Table 12 – City of Scottsdale – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Health or fitness studio, and indoor recreational uses	1.0	Per	250 square feet GFA	43,723	SF	175
Retail	Retail	1.0	Per	250 square feet GFA	59,531	SF	239
Total							414

Utilizing the criteria provided in Article IX *Parking and Loading Requirements* within the City of Scottsdale Basic Zoning Ordinance, 414 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 66 (15.9%) parking stalls.**



City of Surprise

Utilizing the City of Surprise *Land Development Ordinance* Section 107-4.9 *Minimum off-street parking requirements*, the required parking demand for the Power Village is shown in **Table 13**.

Table 13 – City of Surprise – Power Village Required Parking

Land Use	Use	Rate			Quantity	Units	Parking Stalls
EOS Fitness	Athletic or fitness club (commercial)	1.0	Per	250 square feet GFA	43,723	SF	175
Retail	Retail shopping establishment	1.0	Per	400 square feet GFA	59,531	SF	149
Total							324

Utilizing the criteria provided in Section 107-4.9 *Minimum off-street parking requirements* within the City of Surprise *Land Development Ordinance*, 324 parking spaces are required for the proposed Power Village development. **With 480 parking stalls provided in the existing Power Village development, this results in a surplus of 156 (48.1%) parking stalls.**

7. OBSERVED PARKING DEMAND

EOS Fitness is a prospective tenant for Power Villate and is expected to generate the highest parking demand within the development. To verify that the existing parking supply is adequate, parking occupancy data and field observations were collected at three (3) nearby developments similar in nature each containing an EOS Fitness location and commercial/retail land uses on-site. The parking occupancy data was collected on both a weekend, Saturday, February 21st, 2026, and on a weekday, Tuesday, February 24th, 2026. The parking demand for each EOS Fitness location was recorded for one (1) hour at each location on both Saturday and Tuesday, with the parking demand measured in 10-minute intervals. The busiest times for a weekend and a weekday, according to Google's *Busy Times* feature, were selected to conduct parking occupancy data. The hours of data collection are as follows:

Saturday – February 21, 2026

9:00 AM – 10:00 AM

Busiest weekend EOS Fitness period

Tuesday – February 24, 2026

5:00 PM – 6:00 PM

Busiest weekday EOS Fitness period



The parking occupancy counts for the three compatible developments are shown in **Table 14** below. See **Appendix C** for the observed parking occupancy counts and busiest times.

Table 14 – Recorded Parking Occupancy Data at Similar Sites

Location	EOS Building SF	Date	Time	Observed Parking		
				Maximum Occupied Stalls	Maximum Rate	
EOS Fitness - 1954 E McKellips Road, Mesa, AZ 85203	54,736	Saturday, 2/21/26	10:00 AM - 11:00 AM	137	2.50	spaces per KSF
		Tuesday, 2/24/26	5:00 PM - 6:00 PM	173	3.16	spaces per KSF
EOS Fitness - 1558 S Signal Butte Road, Mesa, AZ 85206	41,800	Saturday, 2/21/26	10:00 AM - 11:00 AM	185	4.43	spaces per KSF
		Tuesday, 2/24/26	5:00 PM - 6:00 PM	200	4.78	spaces per KSF
EOS Fitness - 2740 E University Drive, Mesa, AZ 85213	54,964	Saturday, 2/21/26	10:00 AM - 11:00 AM	200	3.64	spaces per KSF
		Tuesday, 2/24/26	5:00 PM - 6:00 PM	235	4.28	spaces per KSF
Maximum Observed Rate					4.78	spaces per KSF

As shown in **Table 14**, the maximum number of occupied stalls recorded during each one-hour observation period is displayed along with the square footage of each EOS Fitness location. The highest observed parking rate among all three (3) EOS Fitness locations, across both a weekend and a weekday, was as follows:

4.78 spaces per 1,000 SF, or
1 space per 210 SF

The highest parking rate occurred at the Signal Butte Road EOS Fitness location at 5:00 PM, 5:30 PM, and at 5:40 PM on Tuesday, February 24, 2026.

As shown in **Section 4** and in **Table 3**, the City of Mesa parking ratio for a gym is as follows:

1 space per 100 square feet

Table 15 compares the parking stalls required for the proposed EOS Fitness using both the highest observed parking rate and the applicable City of Mesa parking ratios.



Table 15 – Parking Rate Comparison – Highest Observed vs. City of Mesa Code

Parking Rate Type	Rate	Proposed EOS	Units	Parking Spaces Required
Highest Observed Rate	1.0 per 210 SF	43,723	SF	209
Parking Spaces Required using Maximum Observed Rate				209
City of Mesa Parking Ratio: "Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs"	1.0 per 100 SF	43,723	SF	437
Parking Spaces Required using City of Mesa Parking Ratio				437
Difference				-228

As shown in **Table 15**, the number of parking stalls required for the proposed EOS Fitness tenant using the highest observed rate is 209 spaces, which is 228 (52.2%) fewer spaces than the requirement of the City of Mesa parking ratio of 1 space per 100 SF.

The highest observed parking rate for the proposed EOS Fitness tenant was then conservatively applied to the Power Village site. For the remaining commercial square footage, the applicable City of Mesa parking ratios were used to calculate the number of parking stalls required. See **Table 16** for the resulting parking demand for all future Power Village tenants, using the highest observed parking rate for EOS Fitness and the City of Mesa parking ratio for the retail components.

Table 16 – Parking Required – Highest Observed Rate with City of Mesa Parking Ratios

Land Use	Parking Rate Type	Rate	Quantity	Units	Parking Spaces
EOS Fitness	Highest Observed Rate	1.00 per 210 SF	43,723	SF	209
Retail	City of Mesa Parking Ratio: Group Commercial Developments - Shell buildings (no specified use)	1.0 per 275 SF	59,531	SF	216
Total Parking Stalls Required					425

Based on the highest observed parking rate and as shown in **Table 16** above, the appropriate parking demand for all future tenants of the Power Village development is 425 stalls. **With 480 parking stalls provided within the existing Power Village development, this results in a surplus of 55 (12.8%) parking stalls.**



8. CONCLUSIONS

The existing Power Village development is located at the NWC of Power Road and Broadway Road in the City of Mesa, Arizona.

An existing vacant shopping center, known as Power Village, is located on the NWC of Power Road and Broadway Road. Aerial imagery indicates that this site has remained vacant since approximately 2012. The stand along Starbucks and Dairy Queen buildings also located on the NWC are not part of this property. The large parking lot is no longer used along with the vacant buildings.

No alterations to existing buildings' square footage or the on-site parking are proposed with the project. The redevelopment will bring new tenants to the currently vacant Power Village shopping center. The overall site layout, building footprints, and parking inventory will remain unchanged. The proposed land uses to be located within Power Village are as follows:

- Gym (EOS Fitness) 43,723 SF
- General Retail 59,531 SF

Conversions of an 'anchor' building from a grocery store or other commercial use to an EOS Fitness location have been successfully completed in five (5) other nearby locations, including the NWC corner of McKellips Road and Gilbert Road, the southeast (SEC) corner of Rural Road and Ray Road, the northeast corner (NEC) of McClintock Drive and Warner Road, the southwest corner (SWC) of US-60 (Superstition Freeway) and Greenfield Road, and the SWC of Ellsworth Road and Baseline Road.

The objective of this Parking Master Plan is to demonstrate that the **480 on-site parking spaces will provide sufficient parking** to meet the anticipated parking demand generated by the proposed new tenants, including EOS Fitness.

Public Transportation Consideration

Within the immediate vicinity of Power Village, there are three (3) bus stops with pedestrian-friendly facilities that include benches and shaded waiting areas which support the use of public transit for travel to and from the site. It is anticipated that a percentage of visitors to Power Village will arrive and depart via bus, hence generating zero (0) on-site parking demand.

City of Mesa Required Parking

Utilizing the criteria provided in Section 11-32-3 *Parking Spaces Required* of the City of Mesa Code of Ordinances, the site generates a requirement of 596 parking spaces for the future Power Village tenants. **With 480 parking stalls provided within the existing Power Village development, this represents a deficit of 116 (19.5%) parking stalls.**



ITE Parking Generation

Based upon *ITE Parking Generation, 6th Edition*, the weekday, Saturday, and Sunday parking demand associated with the future Power Village tenants is 414, 296, and 278 parking stalls, respectively.

With 480 parking stalls provided, this represents a surplus of 66 (15.9%), 184 (62.2%), and 202 (72.7%) parking stalls in the existing development on a weekday, on Saturday, and on Sunday, respectively.

The site will experience fluctuations in parking demand throughout any given day. Therefore, to illustrate parking demand fluctuations throughout a typical day, a time-of-day analysis was completed based on data provided in the *ITE Parking Generation, 5th Edition*. As shown in the chart below, the 480 parking stalls accommodate the parking demand throughout all periods of a typical day.

Nearby Agency Parking Standards

Seven (7) nearby agencies' parking standards were evaluated and applied to the future projected tenant mix of Power Village. The Cities of Avondale, Buckeye, Glendale, Peoria, Scottsdale, Surprise, and the Town of Queen Creek were evaluated. Each of these agencies' parking standards demonstrated that the future tenants of Power Village could successfully operate with the 480 parking spaces provided on-site.

Observed Parking Demand

EOS Fitness is a prospective tenant for Power Village expected to generate the highest parking demand. To verify an appropriate parking supply, a total of six (6) hours of parking occupancy data and filed observations were collected at three (3) nearby EOS Fitness locations, on both a Saturday and a Tuesday according to the busiest times for each EOS Fitness location. The highest recorded parking ratio across all locations and observation periods was 1 space per 210 SF of building area. This highest recorded parking ratio was applied to the EOS Fitness at Power Village, while the City of Mesa parking ratios were applied to the remaining retail uses. Based on this methodology, the projected parking demand for the future tenants of Power Village is **425 parking stalls. With 480 parking stalls provided within the existing Power Village development, the site will operate with a surplus of 55 (12.8%) parking stalls.**



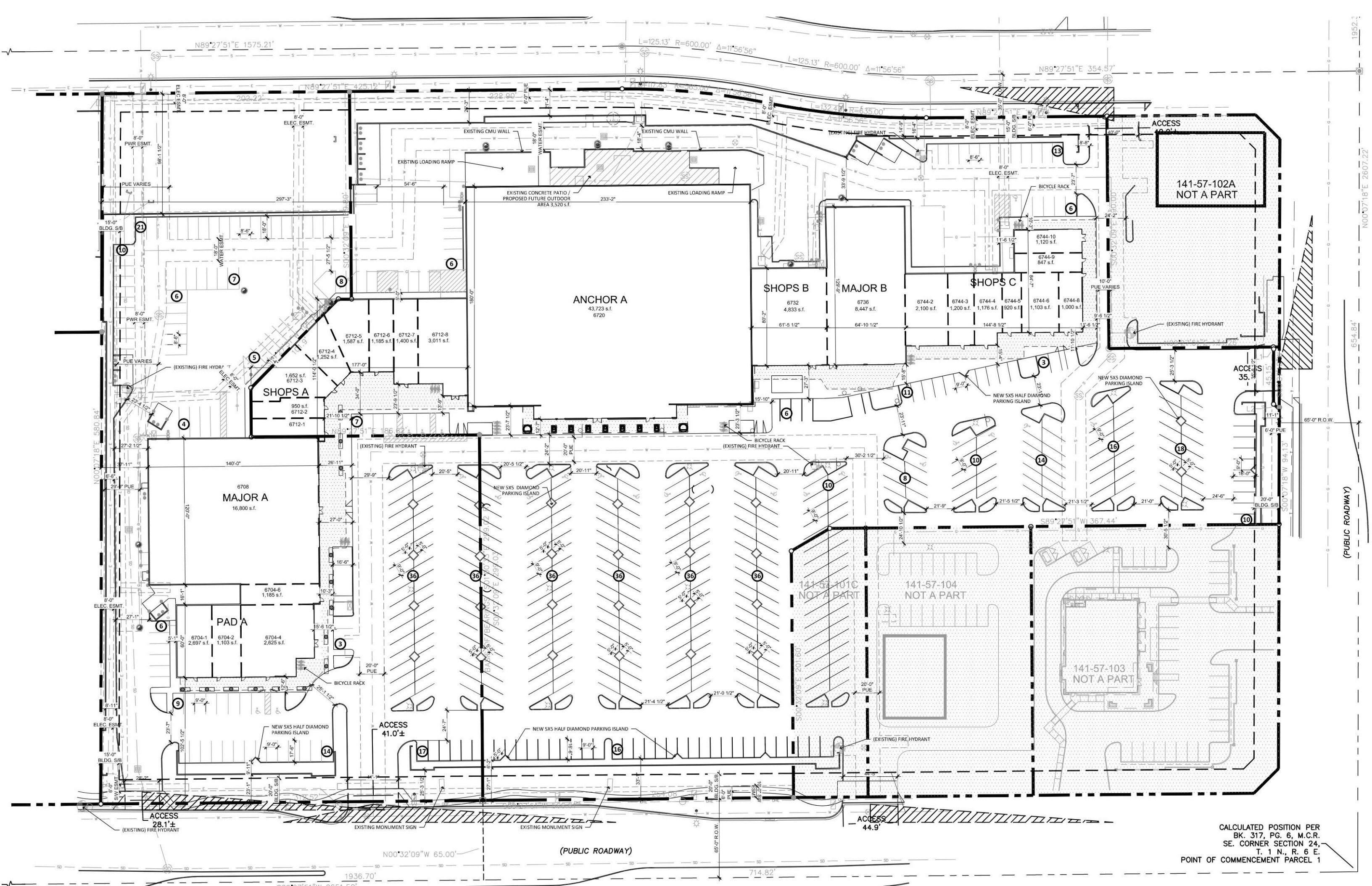
Parking Summary

	Reference Table	Parking Stalls	Surplus
City of Mesa Code of Ordinances			
Parking Requirements	3	594	-114
ITE Parking Generation, 6th Edition			
Average - Weekday	4	414	66
Average - Saturday	5	296	184
Average - Sunday	6	278	202
Similar Agency Parking Standards			
City of Avondale	7	418	62
City of Buckeye	8	281	199
City of Glendale	9	345	135
City of Peoria	10	458	22
Town of Queen Creek	11	423	57
City of Scottsdale	12	414	66
City of Surprise	13	324	156
Observed Parking Demand			
Highest Observed EOS Parking Demand + Mesa Retail	16	425	55

In conclusion, the 480 parking spaces provided within the existing Power Village development exceed the parking demand associated with the proposed operations and prospective. Based on the national ITE parking demand calculations, the parking demand established by nearby agencies, and the observed parking data collected at nearby EOS Fitness locations, the available parking results in surplus and is adequate to accommodate the proposed Power Village site.



Appendix A – Site Plan



CALCULATED POSITION PER
BK. 317, PG. 6, M.C.R.
SE. CORNER SECTION 24,
T. 1 N., R. 6 E.
POINT OF COMMENCEMENT PARCEL 1



Appendix B – City of Mesa Parking Requirements

11-32-3: - PARKING SPACES REQUIRED

- A. The following chart specifies the minimum parking spaces required for each permitted use (For exceptions, see Sections 11-32-5, 11-32-6, and 11-32-7):

Table 11-32-3.A: Required Parking Spaces By Use		
Use	Minimum Standard	
Residential		
Single Residence, Detached or Attached, including Manufactured Home Subdivisions	2 spaces per dwelling which may be in tandem with Zoning Administrator approval but no parking space is required for an Accessory Dwelling Unit	
Multiple Residence (Typical)	See sub categories, below	
Apartments, Multiple Residence condominiums, and mixed-use residential, townhomes, patio homes and similar Multiple Residence buildings: development site located within ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count	9 or fewer total units	1.4 spaces per Dwelling Unit
	10-25 total units	1.3 spaces per Dwelling Unit
	26 or more total units	1.2 spaces per Dwelling Unit
Apartments, Multiple Residence condominiums, mixed-use residential, townhomes, patio homes, and similar Multiple Residence buildings: development site not located within ¼ mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per Dwelling Unit	

Boarding House and Assisted Living Center	1.2 spaces per Dwelling Unit for development with distinguishable Dwelling Units 1.0 space for each room plus 2 additional spaces for development with congregate dining and no distinguishable separate Dwelling Units
Family Community Residence, Transitional Community Residence, and Assisted Living Home	Same as Single Residence
Live-Work Units	2.1 spaces per unit
Residential Care, General (Nursing Home, Hospice)	1.0 space per room or Dwelling Unit plus 2 additional spaces
RV Parks	1 full-sized space for each RV space, plus 1 guest parking space per 10 (or fraction thereof) RV spaces for the overall development
RV Subdivisions	1 full-sized space and 1 golf cart space for each lot; plus 1 full-sized guest parking space per 10 (or fraction thereof) Dwelling Units for the overall development
Manufactured Home Parks	2 full-sized space for each lot (may include tandem spaces); plus 1 guest parking space per 10 (or fraction thereof) Dwelling Units for the overall development
Public Assembly and Schools	

Theaters, auditoriums, assembly halls, places of worship, clubs, lodges and fraternal buildings, funeral homes, community centers, libraries	1 space per 75 square feet used for public assembly
Museums	1 space per 250 square feet used for public assembly plus Accessory Uses
Stadiums	1 space per 5 seats plus 1 space per 300 square feet for Accessory Uses
School, kindergarten through 9th grade	1 space per 75 feet for public assembly space, such as auditoriums and theaters, and 1 space per 600 square feet for all other areas
High schools, academies, colleges, universities, trade or vocational schools	1 space per 200 square feet
Health Care	
Medical/Dental Offices and outpatient clinics	1 space per 200 square feet
Hospitals, hospices, skilled nursing, and Nursing and Convalescent Homes	1 space per 400 square feet
Day care centers	1 space per 375 square feet
Group Commercial Developments	
Shell buildings (no specified use)	1 space per 275 square feet
Independent Commercial Buildings and Uses	

Data Center	1 space per 5,000 square feet for the first 200,000 square feet and 1 space per 10,000 square feet thereafter
General offices, retail, and services	1 space per 375 square feet
General auto repair, Garages, service stations, car washes, and drive-through lubrication shops	1 space per 375 square feet, including service bays, wash tunnels, and retail areas
Hotels and Motels	1 space per room or suite of rooms with individual exits plus ancillary use requirements
Eating and Drinking Establishments (no drive through window)	1 space per 75 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Eating Establishments (with drive-through window and associated queuing drive aisle)	1 space per 100 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Outdoor sales and service areas (car lots, plant nurseries, building supplies, etc.)	1 space per 375 square feet of sales and service building, but not less than 4 spaces per use
Temporary Outdoor Uses	
Swap Meets (See Section 11-20-29)	1 space per 300 square feet of designated vendor area
Farmer's Markets (See Section 11-20-29)	1 space per 400 square feet of designated vendor area
Recreation	

Bowling centers	5 spaces per lane plus ancillary use requirements
Golf driving range	1 space per tee plus ancillary use requirements
Miniature golf, amusement parks, batting ranges, and water slides	1 space per 500 square feet of outdoor recreations area plus ancillary use requirements
Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1 space per 100 square feet, excluding courts, plus 2 spaces per court
Skating rinks and dance halls	1 space per 75 square feet used for recreational activities plus ancillary use requirements
Group Industrial Buildings and Uses	
Shell buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
Independent Industrial Buildings and Uses	
Mini-Storage (dead storage only)	4 spaces plus 2 for manager's quarters; Drive aisles between buildings shall maintain minimum distance of 24 feet
Warehousing and Storage, excluding Mini-storage	1 space per 900 square feet
Industrial	1 space per 600 square feet
Airport Buildings and Uses	

Aircraft Hangars	2 per aircraft, plus ancillary use requirements
Public Facilities and Uses	
Fire stations	1 space per bed, plus 1 space per 75 square feet for Community Room
Police Substations	1 space per 300 square feet, plus 1 space per 75 square feet for Community Room, plus ancillary use requirements

B. Basis of Calculation. The on-site parking requirements specified in this Section are based on gross Floor Area unless otherwise stated.

1. In the case of mixed uses, the total requirements for off-Street parking spaces shall be the sum of the requirements of the various uses computed separately as specified in this Section, and the off-Street parking space for one use shall not be considered as providing the required off-Street parking for any other use, unless a Shared Parking Plan has been approved in accordance with the requirements of Section 11-32-5.
2. In case of fractional results in calculating parking requirements from the chart above, the required number shall be rounded up to the nearest whole number.

C. Maximum Parking Spaces. The number of parking spaces provided by any development in surface parking lots shall not exceed 125% of the minimum required spaces in Table 11-32-3(A), except as follows:

1. Office developments may provide higher parking ratio not to exceed 8 spaces per 1,000 square feet GFA when office development includes the following:
 - a. A minimum of 60,000 square feet.
 - b. The minimum density ratio of employees per gross Floor Area shall be 1 employee per 200 square feet.
2. Parking within the building footprint of a structure (e.g., rooftop parking, below grade parking, multi-level parking structure).
3. When a change in use to an existing development causes a lower parking requirement.
4. Parking spaces managed for shared parking.
- 5.

An Administrative Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required in compliance with Section 11-33-4, Interior Parking Lot Landscaping.

6. Phased projects do not need to comply with the maximum parking space requirement until the final phase is constructed.

D. Covered Spaces. Covered parking spaces shall be provided as follows:

1. Single Residences shall provide a minimum of two (2) covered parking spaces per unit, except no additional parking space is required for an Accessory Dwelling Unit.
2. Multiple-Residence projects shall provide a minimum of one (1) covered parking space per unit.
3. Office-use developments requiring a minimum of 10 parking spaces or more shall provide a minimum of one (1) covered parking space per office or suite plus one (1) additional space.
4. Covered spaces may be counted concurrently with the minimum aggregate parking space requirements for the development.

E. Minimum Number. Unless otherwise specifically stated in this Ordinance, all uses, except Single Residences, shall provide at least 4 on-site parking spaces.

F. Credit for On-Street Spaces. On-Street parking spaces located immediately adjacent to the frontage of properties in the EO, MX, DB, and DC districts or districts with a "-U" designator, may be counted toward required off-Street parking for non-residential uses. One on-Street parking space may be substituted for each required off-Street space. These provisions only apply to Street frontages where on-Street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.

G. Uses not Specified. The parking requirement for any use not listed in Table 11-32-3(A) shall be determined by the Zoning Administrator based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand. In order to make this determination, the Zoning Administrator may require the applicant to submit a parking demand study or other information, at the applicant's cost.

H. Credit for On-Street Spaces. On-Street parking spaces immediately adjacent to the frontage of properties in the EO, ME, PE, and DC districts or districts with a "-U" designator, may be counted toward required off-Street parking for non-residential uses. One on-Street parking space may be substituted for each required off-Street space. These provisions only apply to Street frontages where on-Street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.

(Ord. No. 5281, 5-4-15; Ord. No. 5633, § 1, 7-8-21; Res. No. 12269, §§ 14, 15, 9-23-24; Ord. No. 5883, § 3, 11-7-24; Ord. No. 5957, § 5, 7-8-25)



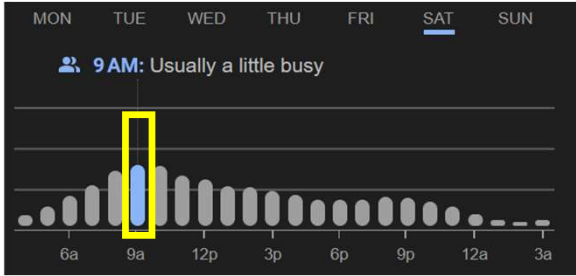
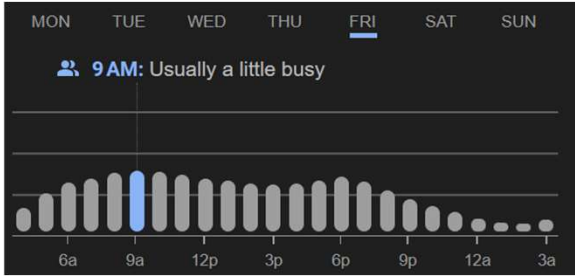
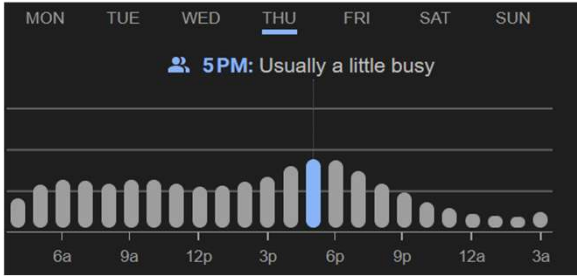
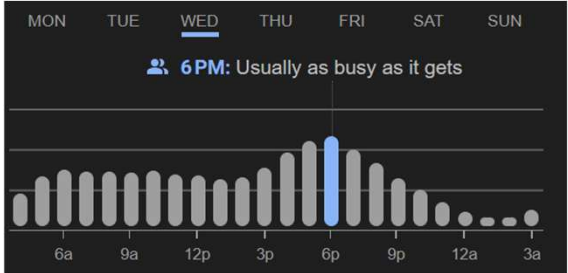
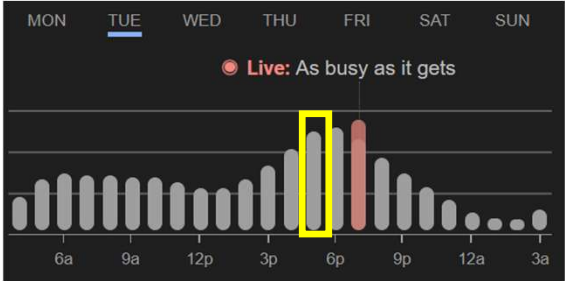
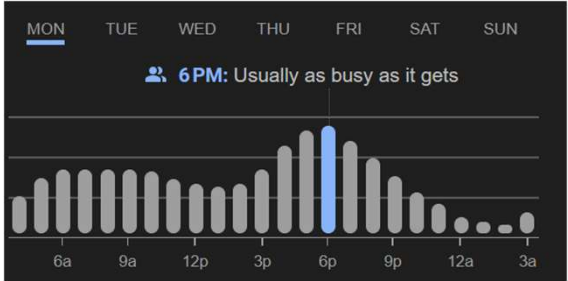
Appendix C – Observed Parking Demand

Location 1 - McKellips

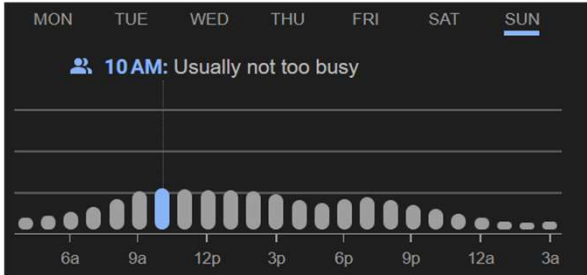


235 total spots within blue highlight.

Location 1 – McKellips



Located in: Orange Tree Plaza
Address: 1954 E McKellips Rd, Mesa, AZ 85203



Location 1 - McKellips

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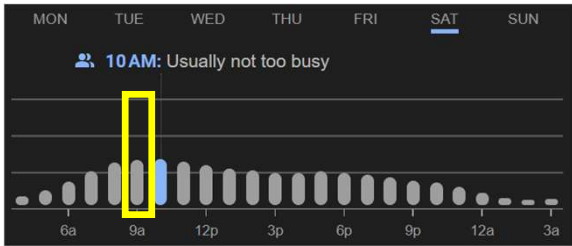
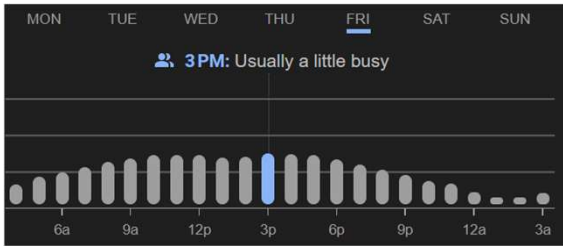
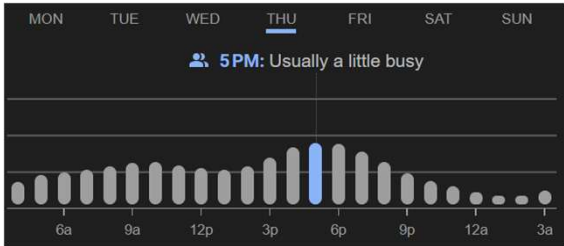
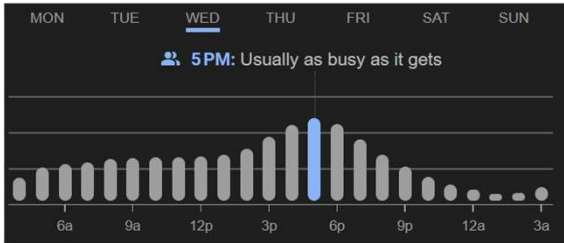
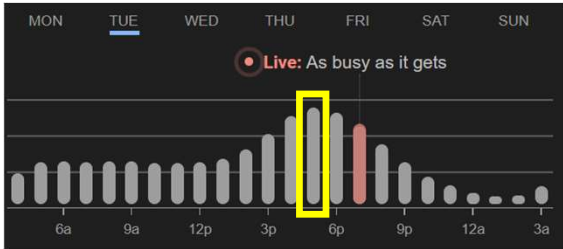
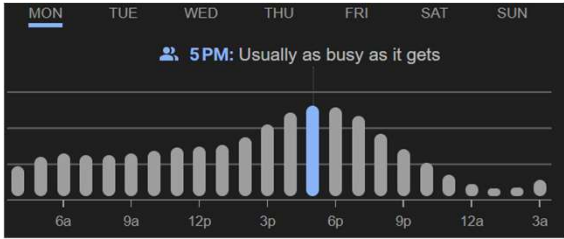
EOS Fitness - 1954 E McKellips Road, Mesa, AZ 85203	
Tuesday, 2/24/2026, 5:00 PM - 6:00 PM	
Time	EOS
5:00	138
5:10	157
5:20	173
5:30	161
5:40	167
5:50	159
6:00	151
Capacity	235

Location 2 – Signal Butte

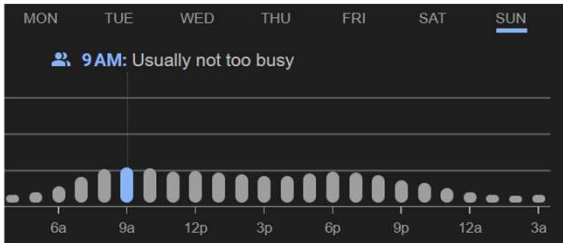


200 total spots within
blue highlight.

Location 2 – Signal Butte



Located in: The Shoppes at Parkwood Ranch
Address: 1558 S Signal Butte Rd, Mesa, AZ 85209

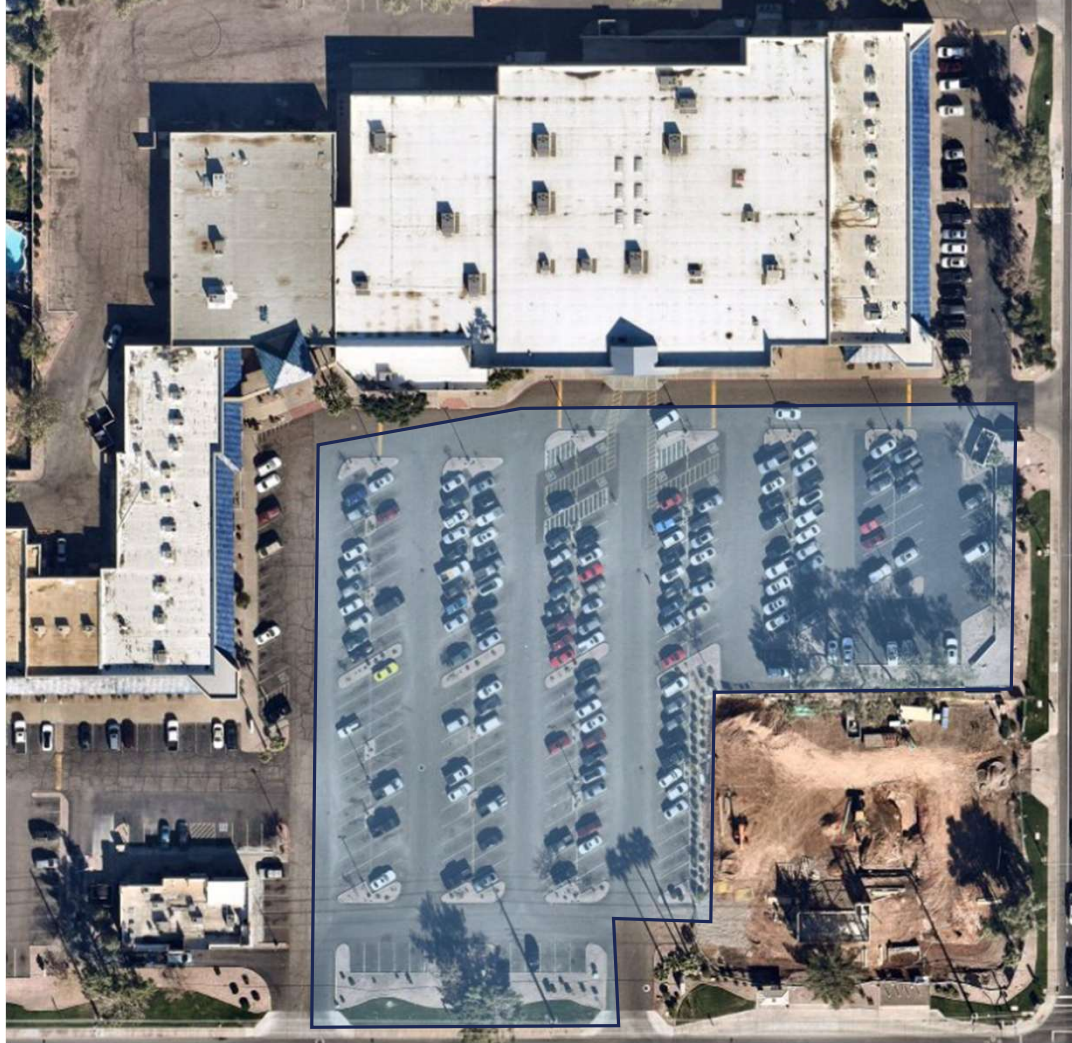


Location 2 – Signal Butte

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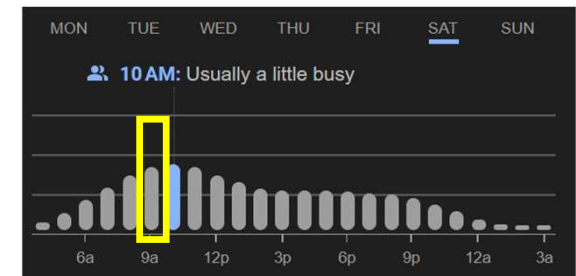
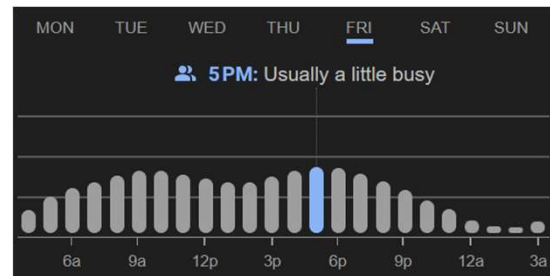
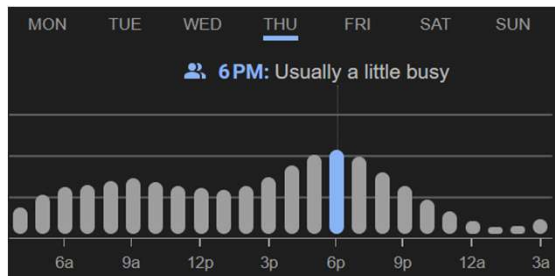
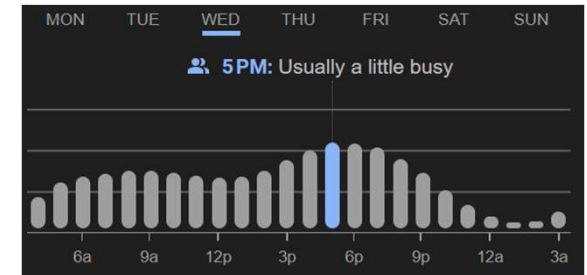
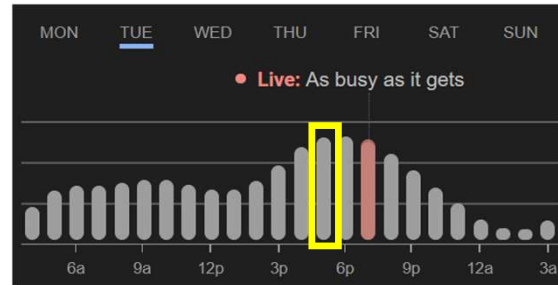
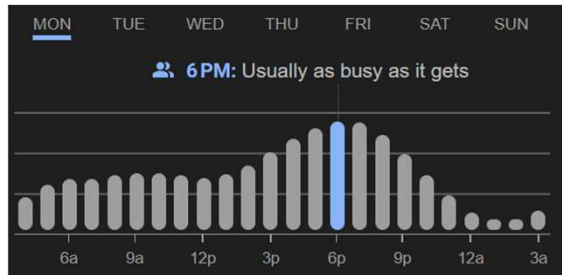
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Tuesday, 2/24/2026, 5:00 PM - 6:00 PM	
Time	EOS
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5:20	197
5:30	200
5:40	200
5:50	193
6:00	190
Capacity	200

Location 3 – University

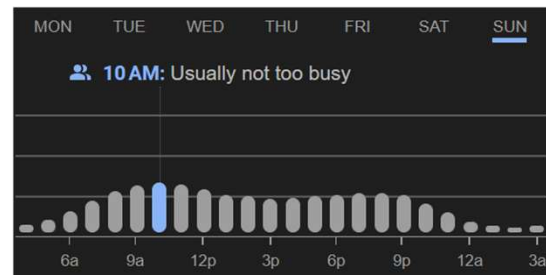


229 total spots
within blue
highlight.

Location 3 – University



Address: 2740 E University Dr, Mesa, AZ 85213



Location 3 – University

[illegible]

EOS Fitness - 2740 E University Drive, Mesa, AZ 85213	
Tuesday, 2/24/2026, 5:00 PM - 6:00 PM	
Time	EOS
5:00	227
5:10	232
5:20	227
5:30	226
5:40	235
5:50	223
6:00	205
Capacity	229