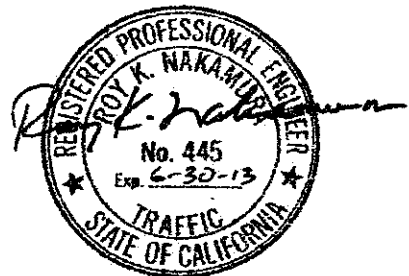


**TRAFFIC AND PARKING ANALYSIS  
HOT 8 YOGA STUDIO  
8383 WILSHIRE BOULEVARD, BEVERLY HILLS**

**Prepared By:**

**Crain & Associates  
300 Corporate Pointe, Suite 470  
Culver City, CA 90230  
[www.crainandassociates.com](http://www.crainandassociates.com)**



**January 2012**

## **TRAFFIC AND PARKING ANALYSIS HOT 8 YOGA STUDIO, 8383 WILSHIRE BOULEVARD, BEVERLY HILLS**

### **INTRODUCTION**

This traffic and parking analysis has been prepared to assess the potential traffic and parking impacts of the proposed Hot 8 Yoga Studio project (the "Project"), located at 8383 Wilshire Boulevard in the City of Beverly Hills. The Project site is within the existing office building located on the north side of Wilshire Boulevard between Gale Drive and San Vicente Boulevard. The Project site and general vicinity are shown in Figure 1.

The analysis follows City traffic study guidelines and methodology, and also direction from City staff. Project traffic impacts at two intersections, Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard, and one street segment, Gale Drive between San Vicente Boulevard and Wilshire Boulevard, as recommended by City staff, are analyzed for weekday and Saturday conditions. The study locations are also shown in Figure 1.

The Project trip generation is based on empirical trip generation rates, as requested by City staff. In addition, a comparison has been made with the trip generation utilizing Institute of Transportation Engineers' trip rates.

The analysis also examines code-required parking for the Project, as well as shared parking for the Project and the other uses in the existing office building. The shared parking analysis is based on both information for an existing Hot 8 Yoga Studio in the City of Santa Monica and a parking utilization survey of the existing office building uses.

### **PROJECT SITE AND DESCRIPTION**

The Project is located within an existing office building at 8383 Wilshire Boulevard (the "8383 Building") in the City of Beverly Hills. The 8383 Building is a multi-level building containing 432,722 gross square feet and is primarily occupied by office tenants. The Project site is bounded by Wilshire Boulevard on the south, Gale Drive on the west, San Vicente Boulevard diagonally (northwest-southeast) on the east and a commercial building on the north. Presently, 332,450 gross square feet of the 8383 Building is occupied.



Parking for the 8383 Building is provided in a three-level garage and a surface lot, with a total of 1,047 spaces. The parking is accessed by a two-way driveway on Gale Drive and a two-way driveway on San Vicente Boulevard. The San Vicente driveway is physically restricted to right-turn-only movements due to the raised median on San Vicente Boulevard.

The Project will utilize 8,098 gross square feet of the currently vacant 100,272 gross square feet. It will occupy space of the ground floor that was occupied by the former Nibblers Restaurant. Like the existing Hot 8 Yoga Studio in Santa Monica, the Project will be open 6:00 AM to 10:00 PM, Monday-Friday, and 7:15 AM to 8:00 PM, Saturday and Sunday. There will be no changes to the 8383 Building parking supply, layout or access. It is anticipated that the Project will be completed and in operation in 2012.

## **EXISTING TRAFFIC VOLUMES**

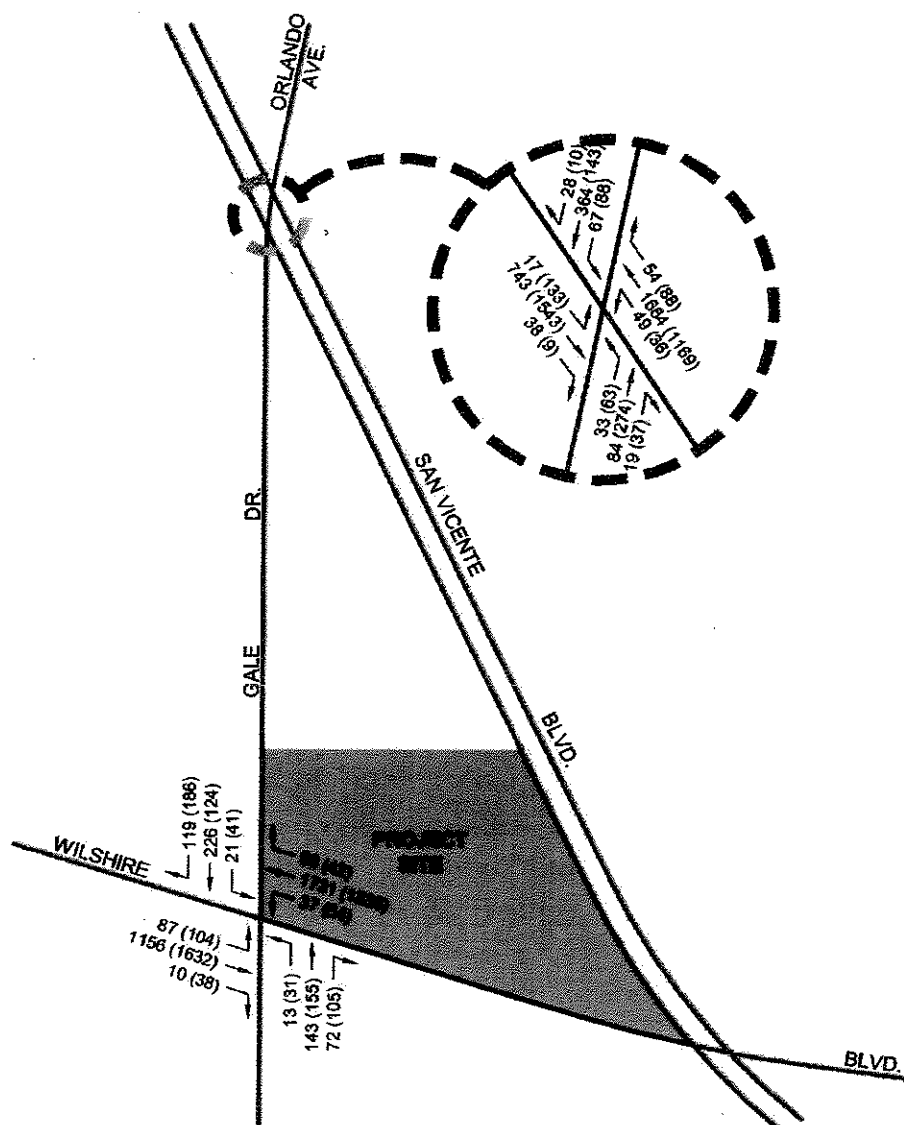
The Traffic Solution, a professional traffic data collection firm, conducted new traffic counts at the two study intersections, Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard. These counts were performed 7:00 - 9:00 AM and 4:00 - 6:00 PM on Thursday, November 17, 2011, and 11:00 AM - 1:00 PM on Saturday, November 19, 2011. These times cover the peak-hour traffic periods requested by City staff. The intersection traffic counts sheets are included in Attachment A. The existing peak-hour volumes obtained from these counts are shown in Figures 2(a) and 2(b).

A current 24-hour weekday traffic count for the study street segment of Gale Drive between San Vicente Boulevard and Wilshire Boulevard was provided by City staff. The 24-hour count sheet for this segment is also included in Attachment A.

## **PROJECT TRAFFIC**

### **Trip Generation**

The trip generation characteristics of yoga studios are not documented in the standard trip generation reference sources, such as the Institute of Transportation (ITE) *Trip Generation, 8th Edition* manual or San Diego Association of Governments *San Diego Traffic Generators* manual. The ITE manual does contain trip generation rates for a "Health/Fitness Club" use, but City staff considered that use not to be adequately similar to a yoga studio use.



00 AM PEAK HOUR  
(00) PM PEAK HOUR

FIGURE 2(a)

12/13/2011

PNL HOT 6 YOGA BEV HILLS WEEKDAY 2011

EXISTING TRAFFIC VOLUMES  
WEEKDAY AM & PM PEAK HOURS

**CRRAIN**  
&  
**ASSOCIATES**

Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH: (310) 273-6000 F: (310) 484-9771  
www.crainandassociates.com

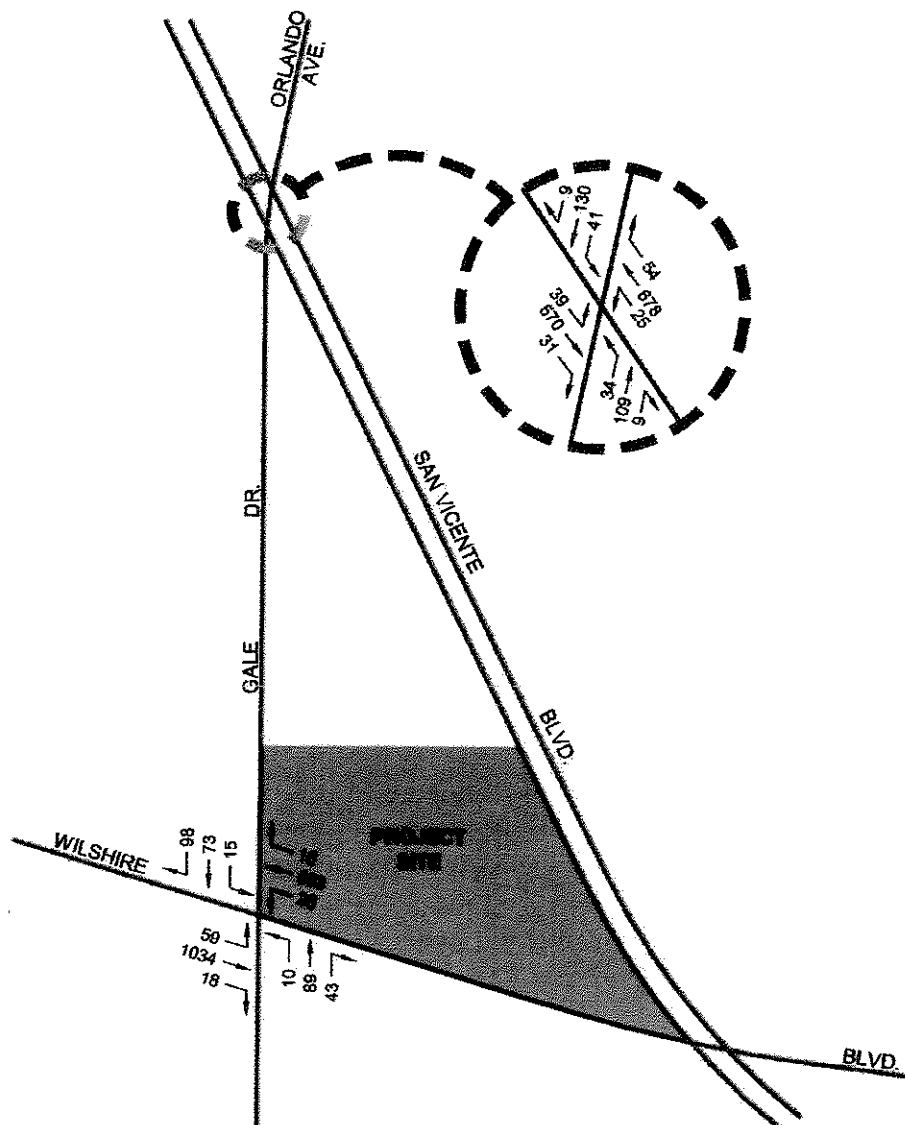


FIGURE 2(b)

12/13/2011

FILE: HDT & YOGA BEV/HILLS/STAT2011

**EXISTING TRAFFIC VOLUMES  
SATURDAY MIDDAY PEAK HOUR**

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&  
**ASSOCIATES**

Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH: (310) 475-6508 F: (310) 444-9771  
[www.crainandassociates.com](http://www.crainandassociates.com)

In consultation with City staff, it was agreed that since the Project would be closely similar to the existing Hot 8 Yoga Studio in Santa Monica in terms of clientele, employee/staff composition, hours and operations, user entry and exit information for that studio could be used to develop empirical trip generation rates. It should be noted that parking for that studio is provided in City public parking structures, which is free for two hours. As users of that studio typically stay less than two hours, no parking validation system is provided. As a result, parking tickets cannot be used to track the entry and exit movements of vehicles driven by users of that studio. Some of those users also park on-street, which also cannot be tracked.

An alternative empirical trip generation methodology was developed and agreed to by City staff. This methodology utilized entry and exit information that tabulated each member, visitor and employee/staff person walking in and out the door of the Santa Monica studio. As City staff required that traffic conditions be analyzed for weekday AM peak-hour, PM peak-hour and daily conditions, and for Saturday midday peak-hour conditions, person entry and exit information for the Santa Monica studio was gathered accordingly. Tabulations were made of each person entering and exiting over the entire day on Thursday, November 10, 2011, and from 11:30 AM to 1:30 PM on Saturday, November 19, 2011. Both days experienced above average attendance and are fair representations of the busiest days at the studio throughout the year. The person trip tabulations are included in Attachment B.

Although some of the Santa Monica studio users walked, bicycled or rode transit to the studio, for purposes of a conservative analysis, it was assumed that each person arrived and left by private vehicle, one person per vehicle. Applying this assumption to the person trip tabulations, the vehicular "inbound" and "outbound" trips generated by the Santa Monica studio were estimated. These trip generation estimates are also included in Attachment B.

The Santa Monica studio experienced its heaviest weekday activity after 6:00 PM, outside the typical peak traffic periods. As indicated in Attachment B, the Santa Monica studio generated an estimated 526 vehicle trips per day, including 25 AM and 27 PM peak-hour trips. These peak-hour trips occurred within the highest 60 minutes of the typical peak traffic periods of 7:00-9:00 AM and 4:00-6:00 PM. It should be noted that all of the 25 trips generated during the AM peak hour were outbound trips, with no arrivals tabulated during the highest 60 minutes. Similarly, all of the 27 trips generated during the PM peak hour were inbound trips, with no departures tabulated during the highest 60 minutes. These unidirectional results are reflective of the studio's classes, which have a fixed schedule and are the basis of its operation. Participants come and go in groups, based on the class schedule. By comparison, a health/fitness club has a broader spectrum of activities and facilities, and generally experiences more random and varying degrees of inbound and outbound trips throughout the day.

As also indicated in Attachment B, the studio experienced the majority of its weekday activity, 57 percent, after 6:00 PM. On Saturday, the studio generated an estimated 50 midday peak-hour vehicle trips. Dividing these vehicle trips by the size of the studio, 5,057 gross square feet, the empirical trip generation rates for the studio were calculated and are summarized in Table 1.

**Table 1**  
**Empirical Hot 8 Yoga Studio Vehicular Trip Generation Rates**

<b>Weekday</b>	
AM Peak Hour:	4.94 trips per 1,000 gsf (0% inbound, 100% outbound)
PM Peak Hour:	5.34 trips per 1,000 gsf (100% inbound, 0% outbound)
Daily:	104.01 trips per 1,000 gsf (50% inbound, 50% outbound)
<b>Saturday</b>	
Midday Peak Hour:	9.89 trips per 1,000 gsf (54% inbound, 46% outbound)

As previously mentioned, the current ITE Trip Generation manual does not have trip generation rates for yoga studios. It does have the following trip rates, per 1,000 gross square feet, for the "Fitness/Health Club" use, the use closest to approximating to a yoga studio use:

Weekday: AM Peak Hour, 1.38; PM Peak Hour, 3.53; Daily, 32.93  
 Saturday: Peak Hour of Generator, 2.78 (which may be during midday or other time)

By comparison, the empirical trip rates determined from the Santa Monica studio information are substantially higher. Therefore, to ensure a conservative analysis of traffic impacts, the empirical trip rates were applied to estimate Project trips, as shown below. No trip reductions were assumed or included for the removal of the former Nibblers Restaurant use.

**Table 2**  
**Project Trip Generation**

<u>Use</u>	<u>Size</u>	<u>Weekday</u>					<u>Saturday</u>	
		<u>AM Pk. Hr.</u>		<u>PM Pk. Hr.</u>		<u>Daily</u>	<u>Midday Pk. Hr.</u>	
		<u>I/B</u>	<u>O/B</u>	<u>I/B</u>	<u>O/B</u>		<u>I/B</u>	<u>O/B</u>
Hot 8 Yoga Studio	8,098 gsf	0	40	43	0	842	43	37
		[40]		[43]			[80]	

(Note: Per ITE "Fitness/Health Club" trip rates, Project trip generation would be 11 AM and 29 PM peak-hour trips, and 267 daily trips on a weekday, and 23 peak-hour trips on a Saturday.)



### **Trip Distribution**

It is estimated that approximately 35 percent of Project traffic would arrive from the north through the intersection of Gale Drive-Orlando Avenue/San Vicente Boulevard and approximately 65 percent would arrive from the south through the intersection of Gale Drive/Wilshire Boulevard. Little or no inbound Project traffic is expected to use the driveway on San Vicente Boulevard, as there is no opening in its raised median at near this location allowing for inbound left turns into this driveway from northbound San Vicente Boulevard. Inbound Project traffic from the northwest and north is expected to use the Gale Drive and enter its driveway, which provide more direct access to the 8383 Building.

Departing, it is estimated that approximately 35 percent of Project traffic would proceed north through the Gale Drive-Orlando Avenue/San Vicente Boulevard intersection, approximately 45 percent would proceed south through the Gale Drive/Wilshire Boulevard intersection, and approximately 20 percent would proceed east internally through the site and exit via the driveway on San Vicente Boulevard. The estimate of 20 percent outbound is consistent with exiting information provided by the building manager for the 8383 Building. These Project trip distribution percentages were discussed with and agreed to by City staff, and are depicted in Figure 3.

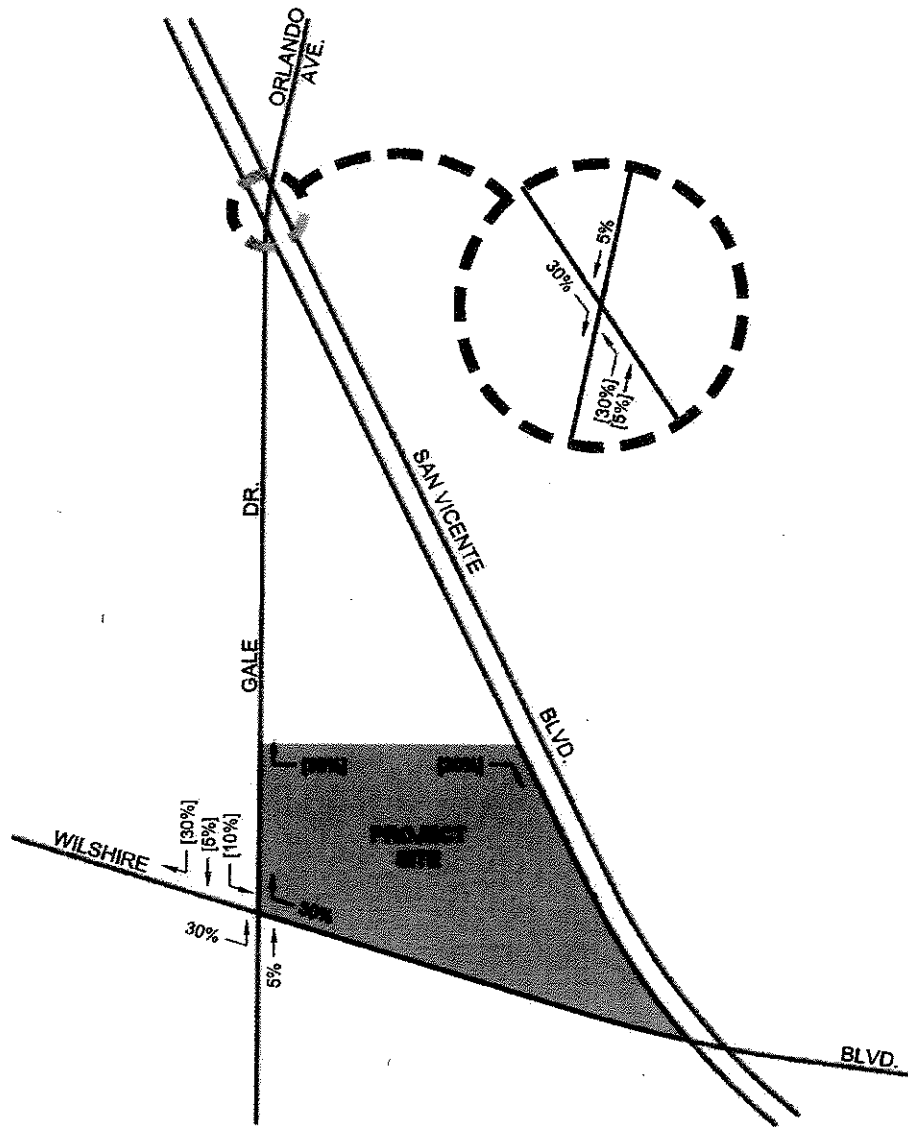
### **Trip Assignment**

Applying the Project trip percentages in Figure 4 to the Project peak-hour trip generation estimates in Table 2, the Project traffic volumes at the two study intersections were calculated and are presented in Figures 4(a) and 4(b). These volumes were used to determine the Project impacts at the study intersections.

## **TRAFFIC IMPACT ANALYSIS**

### **Existing Traffic Conditions**

Using the peak-hour traffic volumes depicted in Figures 3(a) and 3(b), the Levels of Service (LOS) at the two study intersections were analyzed for existing conditions. This analysis was performed in accordance with the City's Intersection Capacity Utilization (ICU) methodology and traffic analysis guidelines. The results of the existing LOS analysis are summarized in Table 3 on page 12. As shown, the intersections of Gale Drive-Orlando Avenue/San Vicente Boulevard and Gale Drive/Wilshire Boulevard are currently operating at service levels ranging from LOS A to LOS C. These service levels are indicative of good intersection operating conditions. The ICU worksheets for the Existing conditions analysis are included in Attachment C.



00% INBOUND  
[00%] OUTBOUND

FIGURE 3

12/13/2011

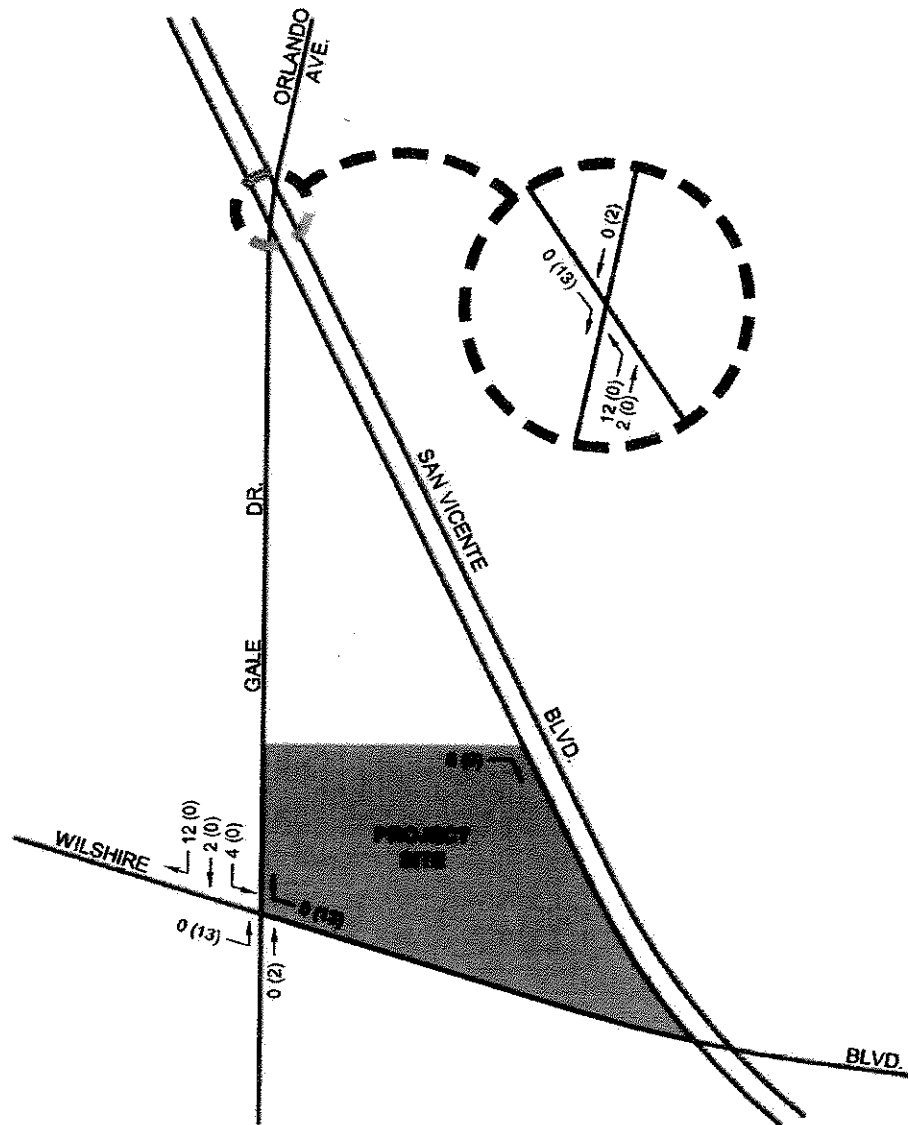
FM: HOT & YOGA BEV HILLS/PRJ/DIST

## PROJECT TRIP DISTRIBUTION PERCENTAGES

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Transportation Planning  
Traffic Engineering

300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6308 F (310) 444 9771  
[www.crainandassociates.com](http://www.crainandassociates.com)



00 AM PEAK HOUR  
(00) PM PEAK HOUR

FIGURE 4(a)

12/13/2011

FM HOT & YOGA BEV HILLS WEEKDAY PM VOL

# PROJECT TRAFFIC VOLUMES WEEKDAY AM & PM PEAK HOUR

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**ASSOCIATES**

Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473-6500 F (310) 444-9771  
[www.crainandassociates.com](http://www.crainandassociates.com)

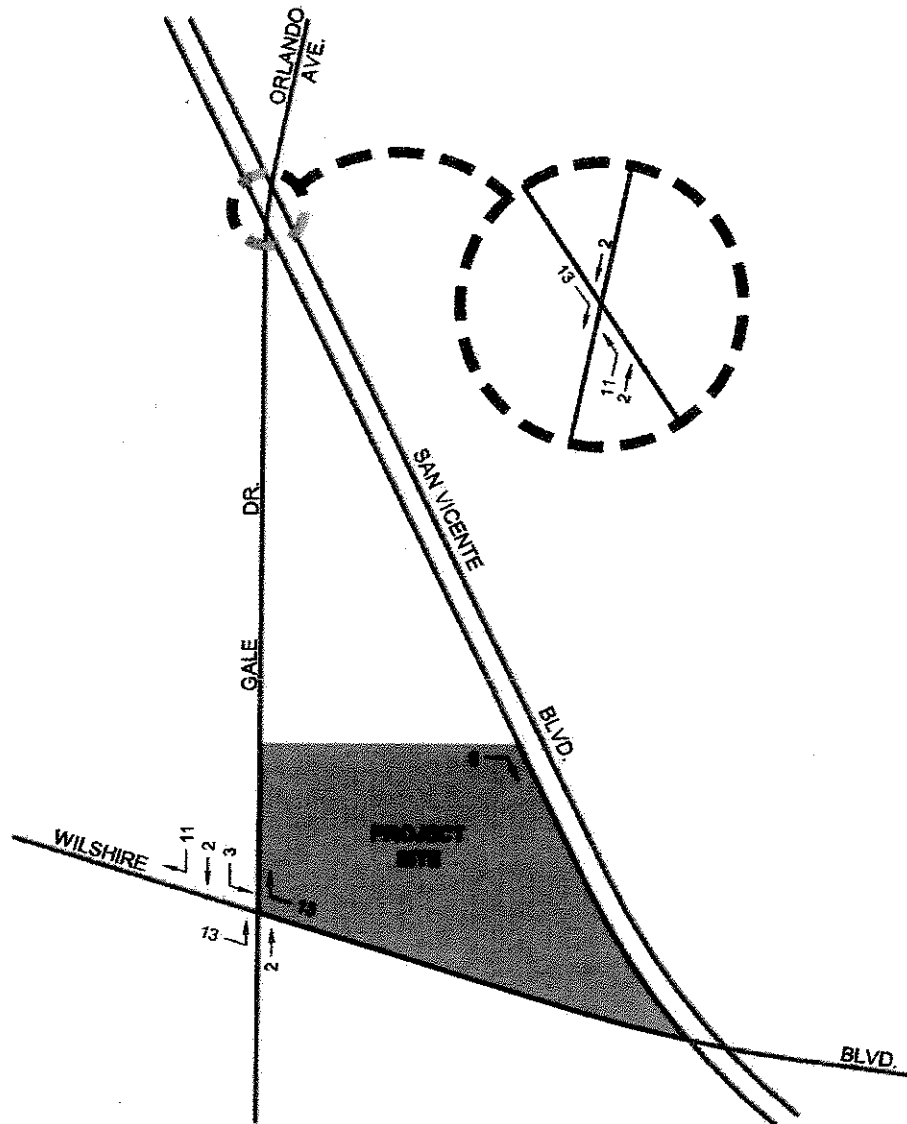


FIGURE 4(b)

12/19/2011

FM HOT & YOGA DEV MILLS/SATPRJ/NOV

PROJECT TRAFFIC VOLUMES  
SATURDAY MIDDAY PEAK HOUR

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Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473-6508 F (310) 444-9771  
www.crainandassociates.com

### Existing-Plus-Project Conditions

City staff determined that an "existing-Plus-Project" analysis would be adequate to assess the potential Project traffic impacts. The inclusion of ambient growth and related projects traffic volumes was deemed unnecessary for this analysis. Accordingly, the existing peak-hour traffic volumes in Figures 2(a) and 2(b) were combined with the respective Project peak-hour volumes in Figures 4(a) and 4(b). The resulting Existing-Plus-Project peak-hour volumes are presented in Figures 5(a) and 5(b). Using the City's ICU methodology, the Levels of Service for Existing-Plus-Project conditions were analyzed. The results of this analysis, shown in Table 3, indicate that while the incremental addition of Project trips would increase volume-to-capacity (V/C) ratios, there would be no change to the LOS "grades" at the two study intersections. The ICU worksheets for the Existing-Plus-Project conditions analysis are also included in Attachment C.

**Table 3**  
**Summary of ICU and LOS Analysis**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>Existing- Plus-Project</u>			<u>Significant?</u>
		<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>	
Gale Dr- Orlando Ave/ San Vicente Blvd	Wkdy AM	0.781	C	0.788	C	0.000	No
	Wkdy PM	0.712	C	0.715	C	0.003	No
	Sat Mddy	0.411	A	0.419	A	0.008	No
Gale Dr/ Wilshire Blvd	Wkdy AM	0.750	C	0.758	C	0.008	No
	Wkdy PM	0.695	B	0.695	B	0.000	No
	Sat Mddy	0.448	A	0.458	A	0.010	No

The City's significant impact criteria below were applied to evaluate the significance of the added Project traffic volumes. Based on these criteria, the Project would not have a significant impact at the two study intersections, as noted in Table 3.

#### Signalized Intersection Significant Impact Criteria

Final V/C Ratio > 0.000 ≤ 0.900; LOS A, B, C, D; Increase in V/C Ratio Due to Project Traffic ≥ 0.030

Final V/C Ratio > 0.900; LOS E, F; Increase in V/C Ratio Due to Project Traffic ≥ 0.020



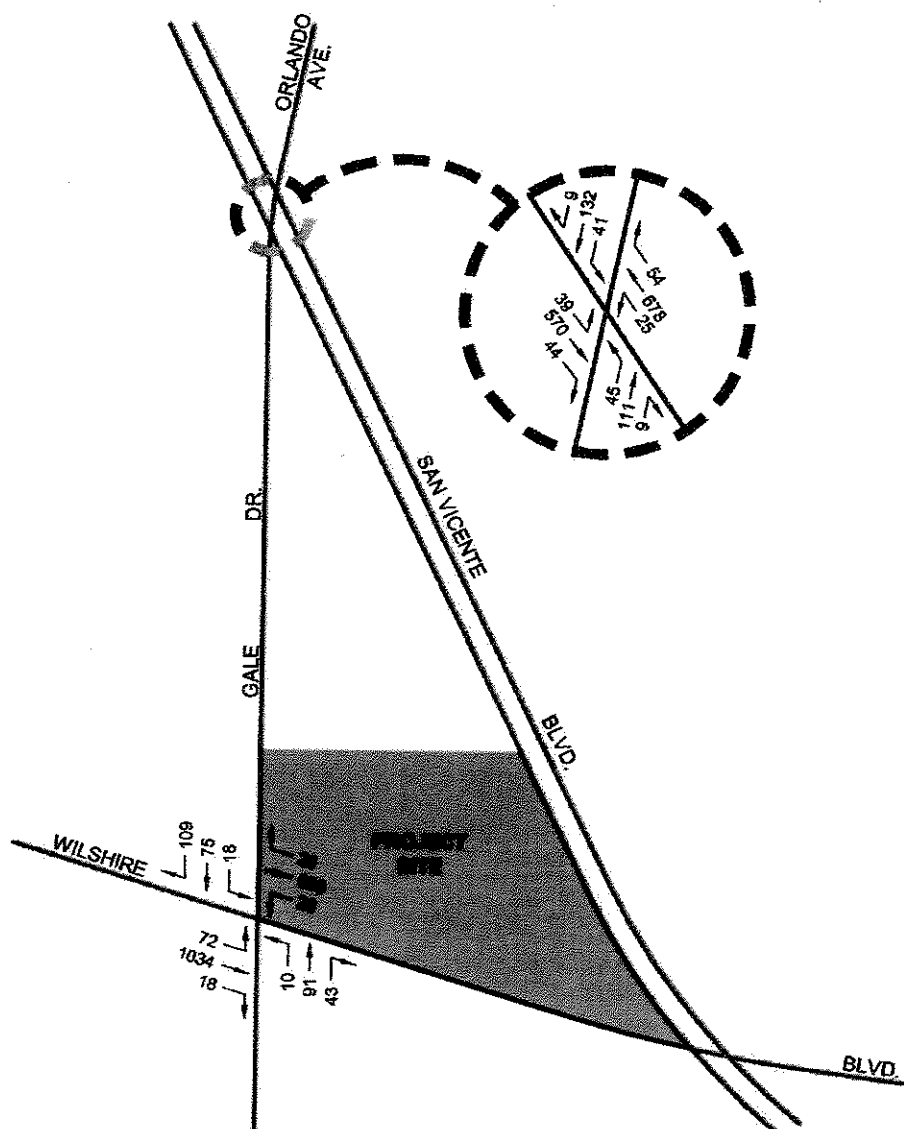


FIGURE 5(b)

12/13/2011

FM HOT 8 YOGA BEV HILLS SAT 2011 WP

EXISTING-PLUS-PROJECT TRAFFIC VOLUMES  
SATURDAY MIDDAY PEAK HOUR

**CA-CRAIN**  
ASSOCIATES

Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 475-0508 F (310) 444-9771  
www.crainandassociates.com

As recommended by City staff, a weekday street segment analysis of Gale Drive between San Vicente Boulevard and Wilshire Boulevard was also conducted for Existing-Plus-Project conditions. No Saturday street segment analysis was required due to traffic volumes being much lower on Saturday on this segment.

The current weekday traffic volumes for this segment were obtained from a recent City traffic count, as previously mentioned. Table 4 shows the existing weekday daily, AM peak-hour and PM peak-hour volumes on Gale Drive, along with the estimated additive Project volumes for these time periods. The percent increases in traffic volumes attributable to the Project are also provided in Table 4.

**Table 4**  
**Summary of Street Segment Analysis**

<u>Location</u>	<u>Time of Day</u>	<u>Existing Weekday Volume</u>	<u>Added Project Volume</u>	<u>Total Volume</u>	<u>Percent Increase Due to Project</u>
Gale Dr bet	Daily	6,747	294	7,041	4.2%
San Vicente Blvd	AM Pk Hr	571	14	585	2.4%
& Wilshire Blvd	PM Pk Hr	601	15	616	2.4%

The City's traffic impact thresholds for street segments are summarized below. A percentage increase exceeding that allowed corresponds to a significant impact.

<u>Daily Volume</u>	<u>Allowable Percent Increase</u>
≤ 2,000	< 16% of Daily or Peak-Hour Volume
2,001 to 4,000	< 12% of Daily or Peak-Hour Volume
4,001 to 6,750	< 8% of Daily or Peak-Hour Volume
> 6,750	< 6.25% of Daily or Peak-Hour Volume

None of the percentage increases as a result of Project trips exceed the allowable percentages. Therefore, Project traffic would not have a significant impact on Gale Drive between San Vicente Boulevard and Wilshire Boulevard.

No Project construction traffic impacts are anticipated, as construction will be only for tenant improvements, resulting in light traffic volumes. Sufficient facilities are available on-site to accommodate construction trucks and parking for workers. Project delivery traffic will be minor, consisting mainly of the Federal Express/UPS type traffic. The delivery vehicles will utilize the existing delivery/loading facilities on-site, and will have little or no impact.



## **PARKING ANALYSIS**

### **Existing Parking Condition**

A parking utilization survey of the on-site parking serving the 8383 Building was conducted on Wednesday, November 16, 2011, by The Traffic Solution. As mentioned earlier, the on-site parking supply of the three-level garage and surface lot totals 1,047 spaces. At the time of survey, 332,450 gross square feet of the total 432,722 gross square feet in the 8383 Building was occupied. The parking utilization survey sheet is included in Attachment D.

The survey was conducted from 6:00 AM to 9:00 PM, a 15-hour period. Hourly parking "sweeps" were performed, counting the number of vehicles parked each time. As would be expected, given the current level of building vacancy, the parking supply was more than adequate and no parking deficiencies were observed. The peak parking utilization, 693 spaces, occurred for the hour beginning 11:00 AM. Dividing the 693 spaces by the occupied area of 332,450 gross square feet, the result is an empirical peak parking demand ratio of 2.085 spaces per 1,000 gross square feet.

### **Project Code Parking Requirement**

A yoga studio would be considered an exercise club under the parking requirements of the City of Beverly Hills Municipal Code. The code parking ratio for an exercise club is 10 spaces per 1,000 square feet. Applying this ratio entirely to a Project floor area of 7,520 square feet, which includes adjustments for exempted floor area as defined by code, the code-require parking for the Project would be 76 spaces (rounded up to the nearest whole number). Considering the amount of parking spaces legally required for the other uses in the 8383 Building, the parking supply would not be sufficient to accommodate the code parking requirement for the Project.

### **Shared Parking Analysis**

Section 10-3-2730.F.1 of the code provides that the Planning Commission may authorize joint use of parking facilities, provided that up to 50 percent of the parking facilities considered to be primarily a daytime use may be used to satisfy the parking facilities required for a use considered to be primarily a nighttime use. As the 8383 Building is mostly occupied by office uses, it is considered to be primarily a daytime use.

As previously discussed, and as indicated in Attachment B, approximately 57 percent of the weekday activity of the existing Hot 8 Yoga Studio in Santa Monica occurs after 6:00 PM, indicating that it is primarily a nighttime use. As the clientele, employee/staff composition, hours and operation of the Project would be the closely similar to the existing studio, the Project can also be considered to be primarily a nighttime use.

Per Section 10-3-1618B, City staff concurred that the 8383 Building is primarily a daytime use building, and that the Project can be considered to be primarily a nighttime use. To demonstrate that joint usage of the parking facilities would be feasible and not result in parking deficiencies, staff recommended that a weekday shared parking analysis be prepared for the 8383 Building with the inclusion of the Project. As the parking facilities for the 8383 Building are used much less by office tenants on weekends, leaving more parking available for the Project, staff agreed that no weekend parking analysis was necessary. Staff also agreed to consider the use of empirical parking demand information, such as that relating to the existing studio in Santa Monica, in the analysis, as the clientele, employee/staff composition, hours and operations of the Project would be closely similar to the existing studio.

Attachment B, which provides the estimated weekday inbound and outbound trip generation of the Santa Monica studio, was utilized to estimate the weekday hourly parking demands for the studio. An additive-subtractive procedure was used to develop the hourly parking estimates for the studio, which are included in Attachment E. These parking estimates account for the parking demand of all users of the studio, i.e., clientele, visitors and employee/staff.

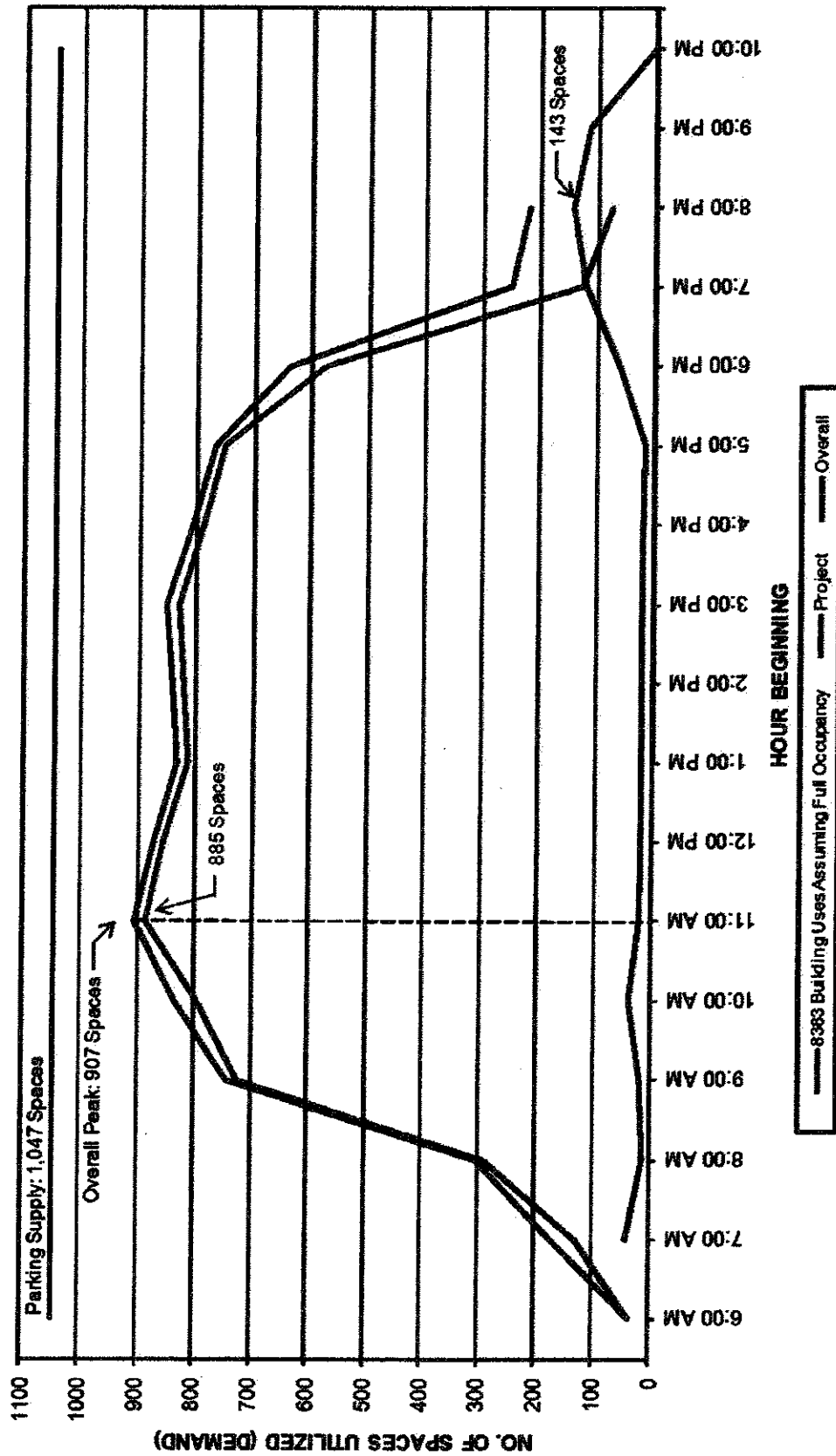
As indicated in Attachment E, the weekday peak parking demand for the Santa Monica studio was determined to be 89 spaces for the hour beginning 8:00 PM. Dividing the 89 spaces by the studio size of 5,057 gross square feet equates to an empirical peak parking demand ratio of 17.599 spaces per 1,000 gross square feet. This empirical parking ratio, which exceeds the code requirement of 10 spaces per 1,000 square feet, was assumed for the Project in the shared parking analysis.

The following assumptions were also made for the shared parking analysis:

- o An empirical peak parking demand ratio of 2.085 spaces per 1,000 gross square feet for the 8383 Building uses, as previously calculated.
- o The same hourly parking utilization pattern exhibited by the currently occupied 332,450 gross square feet in the 8383 Building would continue at full occupancy, i.e., 424,624 gross square feet (excludes 8,098 gross square feet for the Project)
- o The same hourly parking utilization pattern estimated for the existing Hot 8 Yoga Studio in Santa Monica would apply to the Project due to their similarities.

Based on the above empirical information and assumptions, a shared parking analysis was prepared for weekday conditions for the Project and the 8383 Building at full occupancy. The detailed hourly analysis worksheet is included in Attachment F. An hourly parking utilization profile was developed from that worksheet and is depicted in Figure 6. As this figure indicates,

**FIGURE 8**  
**PROJECT AND 8383 BUILDING USES**  
**WEEKDAY HOURLY PARKING UTILIZATION PROFILE**



the overall peak parking utilization or demand is projected to be 907 spaces at the hour beginning 11:00 AM, which is 140 spaces below the parking supply of 1,047 spaces. The estimated peak parking demand for the Project, 143 spaces, is expected to occur at the hour beginning 8:00 PM, while the parking demand for the 8383 Building uses at that hour is expected to only 77 spaces, for a combined total of 220 spaces. Therefore, a surplus of 827 spaces is estimated at the time the Project would be most heavily used.

The Project will provide two hours of free parking on-site, with validation, each day of the week. The two hours of validated free parking is expected to be more than sufficient, as the duration of stay for virtually all Project users from the outside will be less than two hours. After two hours, the customary pricing for on-site parking will apply. Project users will self-park their vehicles or be assisted by valet attendants.

## **CONCLUSIONS**

The traffic generated by the proposed Hot 8 Yoga Studio project at 8383 Wilshire Boulevard would not result in any significant intersection, street segment or other traffic-related impacts. In addition, it is anticipated that the existing on-site parking supply would more than adequately accommodate the parking demands of the both the Project and the other building uses at full occupancy throughout the day. Therefore, no traffic or parking mitigation measures would be necessary for the Project.