



## **FREDERICK P. CLARK ASSOCIATES, INC.**

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK                      FAIRFIELD, CONNECTICUT

**MICHAEL A. GALANTE**  
MANAGING PRINCIPAL

**DAVID H. STOLMAN**  
AICP, PP, PRINCIPAL

41 RUANE STREET  
FAIRFIELD  
CONNECTICUT 06824  
203 255-3100  
FAX: 203 254-2139

RYE, NEW YORK  
914 967-6540

HUDSON VALLEY  
845 297-6056

LONG ISLAND  
516 364-4544

[www.fpclark.com](http://www.fpclark.com)

[email@fpclark.com](mailto:email@fpclark.com)

April 12, 2018

Ms. Megan Eaton  
Development Manager  
LifeTime Real Estate and Development  
2902 Corporate Place  
Chanhassen, Minnesota 55317

Subject:        **Site Traffic Generation Comparison and Internal Capture –  
Proposed LifeTime Fitness Building, High Ridge Park, Stamford,  
Connecticut**

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Dear Ms. Eaton:

In reference to recent discussions with the City and staff we have prepared this letter to provide additional information and clarification, with regard to the proposed LifeTime Fitness Building. It is our understanding that there are two outstanding issues, which need clarification for this Application.

### **Estimation of Site Traffic Generation Methodology**

At the last meeting there was a discussion related to membership for the LifeTime facility and estimates for traffic generation for this type of use. It is our experience that in estimating Site Traffic generation for any type of Fitness Club the basis for developing these traffic generation numbers is to use the square footage of the building and not membership. Frederick P. Clark Associates, Inc. has extensive experience in developing Traffic Analyses for similar uses and in each case the square footage and specific land use of the building were used to develop estimates for Site Traffic for peak hour conditions. Further, in all of our discussions with the Connecticut Department of Transportation, (ConnDOT) Planning Division, it was always based on the size of the building and never membership.

We have reviewed membership at other facilities to complete other Traffic Studies and in each case it was determined that the most appropriate methodology was to base it on square footage. All references to estimate Site Traffic were based on data provided by the Institute of Transportation Engineers (ITE) using square footage of the building and not membership. The reason for not using membership is that the membership levels can fluctuate; however, the size of the building is static and the use of the building is controlled by the programs and the size of the building.

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Our experience using this approach includes the Italian Center located nearby in Stamford, the Westport/Weston YMCA in Westport, the New Canaan YMCA in New Canaan and private Fitness Clubs in Darien, Fairfield and other communities. In each case, the estimates for Site Traffic generation were based on the square footage of the building and not membership.

Our original analyses for a larger LifeTime Fitness Building was based on trip generation rates provided by ITE and specifically in the publication entitled "Trip Generation," 9<sup>th</sup> Edition, 2012, for a Health/Fitness Club, Code # 492.

All comparisons to a medical office use were also based on the same publication noted above and specifically for categories referencing a medical use. The Medical Office use Code is # 720.

**Site Traffic Internal Capture Adjustment**

In a previous submission to the City for the LifeTime Fitness Building comprising approximately 114,000 square feet of floor area, the Site Traffic estimates were developed for the typical weekday morning, weekday afternoon and Saturday midday peak hours of the adjacent roadway, which is the typical practice followed by the City of Stamford Traffic Department and ConnDOT in any review for an application for most types of land uses.

In the analysis of the 114,000 square-foot building it was determined and approved by ConnDOT and the City Traffic Engineer (former and current) that a 35 percent internal capture rate to account for employees of other office buildings located in the Office Park was appropriate to account for a portion of the members using the LifeTime Fitness Center.

We understand that there is a concern with using the internal capture rate of 35 percent, which reduces the level of new traffic generated by the proposed LifeTime Fitness Center.

To address this concern and to account for the reduced proposed building size to approximately 99,000 square feet of space, the internal capture rate has also been reduced to 15 percent. Please note that the internal capture applies to only peak hours of the adjacent roadways and only accounts for the weekday conditions since the Office Park would be mostly empty on weekends. This internal capture rate was not assumed to be 35 percent during the off hours throughout a typical weekday.

The updated traffic evaluation and estimates for Site Traffic with the reduced building size is estimated to generate 140, 249 and 275 vehicle trips ends during the typical weekday morning, weekday afternoon and Saturday midday peak hours, respectfully. After applying a 15 percent

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internal capture during only the weekday morning and weekday afternoon peak hours, a reduction in Site Traffic would be 20 and 52 vehicle trips ends during the two peak hours, respectfully.

Comparing this new traffic for a LifeTime Fitness Building to the reuse of the existing office building (Building No. 3) occupied as a medical office building would result in a decrease in a total traffic by 80, 2 and 30 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectfully.

Use of a medical office to occupy the vacant building in the Office Park is appropriate due to the current market conditions for general office space. Table 1 provides a summary of the previously submitted Site Traffic generation comparison between a Medical Office use and a Fitness Building. It compares the internal capture of 35 percent to an internal capture of 15 percent for comparison purposes.

### **Summary**

Based on the information provided above, the continuing use of square footage and not membership, in our professional opinion, is the appropriate way to estimate Site Traffic for the LifeTime Fitness Building. Estimates for Site Traffic for a Medical Building are developed using the same methodology, which is the square footage of the building, not maximum occupancy. The comparison shows that redevelopment of the site as proposed and demolishing the vacant building will result in a reduction of 80, 2 and 30 vehicle trip ends during the same weekday morning, weekday afternoon and Saturday midday peak hours, respectfully, as noted above.

Based on our extensive experience in conducting traffic studies for a variety of land uses throughout the State building size is the basis for estimating Site Traffic. In our experience in preparing Traffic Studies for Health Centers and Fitness Centers similar to the LifeTime Building proposal, it is most appropriate to use the square footage of the building and not membership. Membership could be calculated in many different ways and result in different estimates for Site Traffic. Experience indicates that obviously not all members use the facility on a daily basis, some individual members arrive in one vehicle as a family, etc. Thus, membership would not be a reliable variable for a traffic study.

The traffic analyses previously prepared for this Application addressed the peak hour conditions of the adjacent roads and applied the highest estimates for Site Traffic in addition to the background traffic conditions to develop a worst case scenario to determine potential impacts to area roadways.

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This comparison includes the removal of a medical office use in a building comprising 83,888 square feet of floor area and the construction of a Fitness Building comprising approximately 99,000 square feet of floor area. The results of this comparison clearly indicate that the LifeTime Fitness Building would generate less traffic during each of the peak hours, which are the basis for all traffic studies.

Sincerely,



Michael A. Galante  
Managing Principal

cc: William J. Hennessey, Jr. Esq.

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Table 1  
**UPDATED DEVELOPMENT PROGRAM TRAFFIC GENERATION FORECAST COMPARISON – PEAK HOURS**  
 Proposed New Life Time Fitness Building  
 High Ridge Park  
 Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	PREVIOUSLY SUBMITTED											
			SITE TRAFFIC GENERATION AND ADJUSTMENT											
			Total Trip Ends			Internal Capture (35%)			External Vehicle Trip Ends					
			Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday
1 – Assume Existing Office Building to be Occupied with Medical Land Use	83,888 S.F.	Enter Exit Total	-158 42 -200	-84 -215 -299	-174 -131 -305	-- -- --	-- -- --	-- -- --	-158 42 -200	-84 -215 -299	-174 -131 -305			
2 – Proposed Life Time Fitness Building	99,000 S.F.	Enter Exit Total	70 70 140	199 150 349	124 151 275	25 24 49	70 52 122	0 0 0	45 46 91	129 98 227	124 151 275			
3 - Net Difference	15,112 S.F.	Enter Exit Total	-88 28 -60	115 -65 50	-50 20 -30	25 24 49	70 52 122	0 0 0	-113 4 -109	45 -117 -72	-50 20 -30			

Source:

- 1) The Institute of Transportation Engineers (ITE), Trip Generation Manual 9th Edition, 2012 using Medical-Dental Office Building, Code #720 Average Rates, and Health/Fitness Club, Code #492 Average Rates.

Note: **Internal Capture:** Based on a discussion with Connecticut Department of Transportation, Bureau of Policy and Planning, a 35 percent credit was employed to the total trip ends to account for members using the facility that work in the Office Park. No internal capture is taken for the Saturday midday peak hour.

LAND USE	SIZE	TRAFFIC DIRECTION	COMPARATIVE ANALYSIS											
			SITE TRAFFIC GENERATION AND ADJUSTMENT											
			Total Trip Ends			Internal Capture (15%)			External Vehicle Trip Ends					
			Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday
1 – Assume Existing Office Building to be Occupied with Medical Land Use	83,888 S.F.	Enter Exit Total	-158 42 -200	-84 -215 -299	-174 -131 -305	-- -- --	-- -- --	-- -- --	-158 42 -200	-84 -215 -299	-174 -131 -305			
2 – Proposed Life Time Fitness Building	99,000 S.F.	Enter Exit Total	70 70 140	199 150 349	124 151 275	10 10 20	30 22 52	0 0 0	60 60 120	169 128 297	124 151 275			
3 - Net Difference	15,112 S.F.	Enter Exit Total	-88 28 -60	115 -65 50	-50 20 -30	10 10 20	30 22 52	0 0 0	-98 18 -80	85 -87 -2	-50 20 -30			