

ABRAHAM WOFSEY 1915-1944  
MICHAEL WOFSEY 1927-1991  
DAVID M. ROSEN 1948-1967  
JULIUS B. KURIANSKY 1952-1992  
SYDNEY C. KWESKIN 1946-1998  
MONROE SILVERMAN 1955-2003  
SAUL KWARTIN 1951-2006  
EMANUEL MARGOLIS 1966-2011

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ROSEN  
KWESKIN &  
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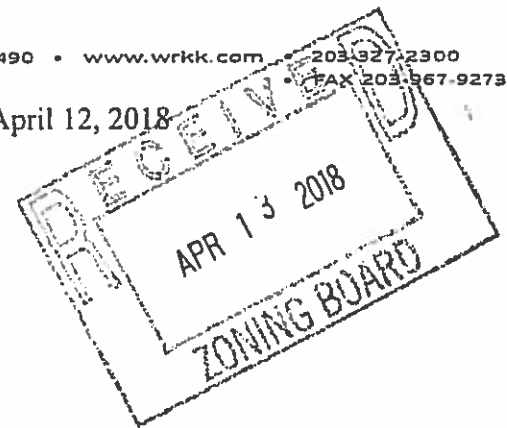
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203-327-2300  
FAX 203-367-9273

April 12, 2018

**Via First-Class Mail and E-Mail**  
**(TMills@StamfordCT.gov and**  
**TBriscoe@StamfordCT.gov)**

Thomas Mills, Chair  
Stamford Zoning Board  
888 Washington Boulevard  
7th Floor  
Stamford, CT 06901



**Re: Application # 217-01, Lifetime Fitness**

Dear Mr. Mills:

My office represents Paul and Nan Gordon and other members of the Sterling Lake Homeowners Association (the "Association"), who own property adjacent to that affected by the above-referenced proposed text change. At the previous public hearing on this application before Zoning Board (the "Board") on April 2, 2018, Attorney Steven Grushkin of my office did not have time to complete his arguments in opposition to the text change. Accordingly, as suggested by the Board, I am writing to supplement my office's arguments. Attorney Grushkin and I will also be available at the next public hearing on April 16, 2018 to respond to any questions the Board may have. For the following reasons, the proposed text change should be denied.

**1. The Zoning Board Should Deny the Application Just as the Planning Board Unanimously Denied the Application**

As this Board is aware, the Planning Board denied the application by a vote of 5-0, and the Board would have to vote by a supermajority in favor of the application in order to override the Planning Board's denial. The Planning Board sent a strong message to this Board with its unanimous denial. The Applicant makes much of the fact that the Planning Board's denial letter contained language that "the 'Gymnasium & Physical Culture Establishment' use is appropriate" in the C-D zone; that language, however, does not help the Applicant. Put simply, the Applicant's proposed definition of "gymnasium/physical culture establishment" is *not* what the Planning Board considered might be "appropriate" in the C-D zone. The Planning Board was clear that while *some* gymnasium/physical culture establishment use might in theory be

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appropriate in the C-D zone, both the Applicant's definition of "gymnasium/physical culture establishment" and the scope of what the Applicant seeks to include in that use *are not acceptable* in the C-D zone. As the Planning Board stated in its letter: "the Planning Board recommends removing the 'and/or outdoor uses' in C-D zones" (emphasis added). In combination with this clear statement that no outdoor uses should be permitted in the C-D zone, the Planning Board's comments at the February 20, 2018 meeting make clear that the only type of gymnasium/physical culture establishment use the Planning Board could potentially consider appropriate in the C-D zone would be one that was self-contained in a single building, with no outdoor presence whatsoever, like the LA Fitness facility in Ridgeway Shopping Center. See 2/20/18 Planning Board Video at 1:32:50 ("There's the strong feeling that out of the definition" we should "strike outdoor" uses); *id.* at 1:27:10 ("We are looking at no outside activity at all."); *id.* at 1:05:22 ("[S]omething like an LA Fitness or a Planet Fitness...would be much more appropriate for here. I think to put a large fitness center that might have other ramifications to the neighbors [is] out."). At the April 2, 2018 hearing, this Board gave the Applicant ample opportunity to retreat from its insistence on outdoor facilities that the Planning Board had so thoroughly rejected, but the Applicant declined. This Board should accordingly deny the Applicant's request to change the zoning code to permit outdoor sports facilities in office parks, as the Planning Board rightfully did.

**2. The Applicant Cannot Come Close to Demonstrating "Superior Traffic Management" as Required by Master Plan Category 8**

At prior hearings, this Board heard a steady drumbeat of concerns from the public about the traffic impact necessarily generated by a fitness complex with 5,000 members, many of whom will attempt to use the facilities around rush hour, with only the narrow, already overburdened Turn of River Road and Buxton Farm Roads to accommodate them. There was ample testimony about how the proposed fitness complex would generate traffic on days and at times when office parks do not – such as early mornings, late nights, and weekends, necessarily having a detrimental effect on the surrounding residential neighborhood. Common sense dictates that traffic will inevitably be overburdened, for example, during morning rush hours in the summers when parents are dropping off their children for the proposed day camps.

These are not idle concerns to be dismissed with the Applicant's empty platitudes about how traffic will be addressed in the special exception process. One of the key requirements of Master Plan Category 8 that must be met in order for a

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proposed use to be consistent with the Master Plan is “superior traffic management.” Thus, the Master Plan requires the Applicant to demonstrate superior traffic management as a precondition for approval of its text change; the Applicant has not met and cannot meet that heavy burden. As demonstrated in the prior public hearings, the Applicant’s traffic study is not based on an anticipated 5,000 members (or any number of members at all).<sup>1</sup> The study also relies on the dubious assumption of a 35% rate of “internal capture” of Lifetime trips from workers in the rest of the office park, suggesting that more than a third of the Lifetime facility’s 5,000 memberships will come from an office park that employs only about 1,300 workers total.<sup>2</sup>

### 3. The Special Exception Process Cannot Protect Against the Harms to the Community from the Proposed Text Change

Moreover, as discussed at prior hearings, if this Board were to adopt the text change proposed by the Applicant, the special exception process would be far too little, too late to address the serious concerns raised by the Board and the public about traffic, noise, and numerous other negative impacts on the community. Under well-established case law, on a special exception application:

Acting in [an] administrative capacity, the zoning commission's function is to determine whether the applicant's proposed use is expressly permitted under the regulations, and whether the standards set forth in the regulations and the statute are satisfied. The zoning commission has no discretion to deny the special exception if the regulations and statutes are satisfied. *Id.*

*Raczkowski v. Zoning Comm'n of Town of Naugatuck*, 53 Conn. App. 636, 639-40 (1999) (quoting *Connecticut Resources Recovery Authority v. Planning & Zoning Commission*, 46 Conn. App. 566, 569 (1997)) (emphasis added). If this Board approves the proposed text change, the Board will have made a legislative

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<sup>1</sup> If each of the facility’s anticipated 5,000 members (potentially at least 7,000 people, since memberships can consist of families) visited the facility even once a week, at least 1,000 weekly trips would be generated.

<sup>2</sup> Notably, the Applicant’s traffic study purports to demonstrate improved traffic flow with a Lifetime Fitness facility, as compared to an office building filled with medical offices, by not assuming any rate of “internal capture” by the medical offices whatsoever – as though workers would all inevitably join a Lifetime complex in their office park but would never choose to see a doctor steps from their office.

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determination once and for all that it is consistent with public welfare to have indoor and outdoor fitness complexes in all C-D zones. No conditions that this Board could possibly impose on a future special exception would be able to change that.

For the foregoing reasons, respectfully, the Board should deny the proposed text change. Thank you for your service to the City and for your attention to this matter.

Sincerely,  
Wofsey, Rosen, Kweskin & Kuriansky, LLP

By:   
Leonard M. Braman

cc: Steven D. Grushkin, Esq.  
Paul and Nan Gordon  
Hank Cuthbertson  
Ralph Blessing  
William J. Hennessey, Esq.  
Lisa L. Feinberg, Esq.

**THE ZONING BOARD WILL CONDUCT A  
PUBLIC HEARING AND REGULAR MEETING ON  
MONDAY, APRIL 16, 2018, AT 7:00PM ON THE 4<sup>TH</sup>  
FLOOR, CAFETERIA, GOVERNMENT CENTER  
BUILDING, 888 WASHINGTON BLVD., STAMFORD, CT**

**REVISED 4/11/2018**

**\*\*Please Note: Start times are an approximate\*\***

**Please note the following:**

- *Applicants will have 20 minutes to make their presentation*
- *Speakers will have 3 minutes each to speak (must sign the "public hearing speaker sheet" in order to speak)*

**PUBLIC HEARING CONTINUED FROM APRIL 2, 2018**

**Start Time** 1. **Application 217-01-HIGH RIDGE REAL ESTATE OWNER LLC –c/o Agent Lisa**  
**7:00pm** **Feinberg, Carmody Torrance Sandak & Hennessey, 707 Summer Street, Stamford,**  
**CT –Text Change, To Amend Section 9-BBB C-D Designed Commercial District.**

**REGULAR MEETING**

**Start Time** **APPROVAL OF MINUTES**  
**9:00pm**

Minutes for Approval: April 2, 2018

**PENDING APPLICATIONS**

**Start Time** 1. **Application 217-01-HIGH RIDGE REAL ESTATE OWNER LLC –c/o Agent Lisa**  
**9:10pm** **Feinberg, Carmody Torrance Sandak & Hennessey, 707 Summer Street, Stamford, CT –**  
**Text Change,**

**ADJOURNMENT**

Zagenda 4162018

**MINUTES OF THE ZONING BOARD PUBLIC  
HEARING AND REGULAR MEETING ON  
MONDAY, APRIL 16, 2018 AT 7:00PM, ON THE 4<sup>th</sup>  
FLOOR, CAFETERIA, GOVERNMENT CENTER  
BUILDING, 888 WASHINGTON BLVD., STAMFORD,  
CT**

Present for the Board: Thomas Mills (Chair), David Stein (Secretary), William Morris, Joanna Gwozdzowski and Keith Silver (Alternate). Present for staff: Ralph Blessing, Land Use Bureau Chief and Vineeta Mathur, Associate Planner.

Chairman Mills called the meeting to order at 7:01 pm

Chairman Mills stated for the record that Mr. Silver will be seated in Ms. McManus's absent.

**PUBLIC HEARING CONTINUED FROM APRIL 2, 2018**

1. **Application 217-01-HIGH RIDGE REAL ESTATE OWNER LLC –c/o Agent Lisa Feinberg, Carmody Torrance Sandak & Hennessey, 707 Summer Street, Stamford, CT –Text Change**, To Amend Section BBB C-D Designed Commercial District.

*The applicant, High Ridge Real Estate Owners, LLC is seeking a Text Change to add a sub-section to the Commercial Design (C-D) District Regulations to allow redevelopment of the existing office parks with Gymnasium or Physical Culture Establishments.*

*Note: If approved, this Text Change would only allow the applicant to apply, by Special Exception, to develop a health and fitness center for any of the five office parks in the MP Category 8: Mixed-Use Campus that are zoned Commercial Design (C-D).*

Chairman Mills stated for the record that application 217-01 is a continuation from the April 2, 2018 meeting.

Mr. Blessing – Land Use Bureau Chief – gave the audience a brief overview of what the Board will have to consider when they begin their discussion and vote. He outlined aspects of the Text and the Master Plan category that they will need to look at.

He stated for the record that Staff has received the following documents:

- Letter from Leonard Braman of Wofsey Rosen Kveskin & Kuriansky, LLP – dated April 12, 2018 –stating their reasons for their opposition.
- Report from Mark Reber, Principal with JaffeHolden - -dated April 16, 2018 – titled “High Ridge Corporate Park, Stamford, Connecticut – Community Noise Impact of Proposed Life Time Fitness Facility”.
- Letter from Michael Galante, Principal with Frederick P. Clark Associates Inc. – dated April 16, 2018 – titled “ Response to Comments – February 6, 2018 Memorandum-Proposed Life Time Fitness Building, High Ridge Park, Stamford, Connecticut.

- Memo from James Travers – Bureau Chief Traffic Engineer –dated April 16, 2018 – titled “Zoning Board Text Change Review”.

Attorney William Hennessey of Carmody Torrance Sandak Hennessey stated that there were two main issues which were brought up during the last meeting - noise and traffic. Chairman Mills asked about lighting. Attorney Hennessey stated that the Board was provided with a “Photometric Plan (page 3B of binder)”, but that lighting is easy to control and can be dealt with in the conditions.

Chairman Mills stated that they will hear from the public – he stated to the audience that if you have already spoken and unless you have something new to add to your previous testimony that they please refrain from speaking again.

### **PUBLIC SPEAKERS**

- Deborah Billington – 101 Givens Avenue – **Opposed**
- Michael Sabia – 217 Haviland Road – **Opposed**
- Kendall Hubbard – 181 Turn of River Road – **Opposed**
- Anthony Tarzia – 29 Talmadge Lane – **Opposed**
- Marian Freed - 181 Turn of River Road - signed “public speaking” list but did not speak
- Risa Raich – 222 West Haviland Lane – **Opposed**
- Mike Battinelli – 225 Culloden Road - **Opposed**
- Karen Camporeale -31 Quarry Road – **Opposed**
- Hank Cuthbertson -181 Turn of River Road – **Opposed**
- George Sessa – 105 Gary Road – **Opposed**
- Doreen Kelly – 263 Briar Brae Road – **In Favor**
- Pat Colangelo – 23 Gaxton Road – **Opposed**
- Attorney Steven Grushkin - of Wofsey Rosen Kweskin & Kuriansky, Representing Paul and Nan Gordon and other members of the Sterling Lake Homeowners Association – **Opposed.**
- Attorney Leonard Braman - of Wofsey Rosen Kweskin & Kuriansky, Representing Paul and Nan Gordon and other members of the Sterling Lake Homeowners Association –did not speak – but stated that he is agreement with Attorney Grushkin’s statement -**Opposed**
- Bob Martino – Sterling Lake – **Opposed**
- Gina Baroso -Talmadge Lane -**Opposed**
- Leslie Napak - North Stamford Resident- **Opposed**

Chairman Mills asked if there were any more speakers – there were none.

Attorney Hennessey and Attorney Lisa Feinberg using presentation boards outlined the other outdoor recreation facilities and their proximity to residential homes, Newfield Swim and Tennis Club, Jewish Community Center, Italian Center and Roxbury Swim Club and that the proposed Life Time building will be approx. 387ft away from the closest residents and the outdoor pool will be almost two footballs fields away from the closest residents.

- Attorney Hennessey submitted to the Board a copy of his response letter to Attorney Braman with Wofsey Rosen Kveskin & Kuriansky, LLC – dated April 16, 2018.

Attorney Hennessey and his team continued their presentation, responded to comments from the audience and answered questions from the Board.

Erin Coleman representing Life Time Fitness answered questions from the Board:

- What would the typical membership be for this facility – he replied that since this facility will be smaller than what was originally proposed they are looking at about 4000 members.
- What would the membership fees be- he replied that at this time the fees are for an individual “diamond level” \$159.00 per month and for a family of (4) four a minimum of \$300 per month – but stated that these fees could be higher when the facility is built in about 2 – 3 years.

The Board asked to hear from James Travers, Bureau Chief Traffic Engineering regarding his memo dated April 16, 2018. Mr. Travers and Mr. Garrett Bolella, Traffic Engineer described the types of improvements they are looking into and if this project goes through, the applicant would be responsible for some of the costs of said improvements. They also cited that diversification of uses in office parks is beneficial for traffic management.

Thomas Madden, Director of Economic Development described to the Board the declining need for office parks. He stated that one of the reasons for Frontier leaving was that the building was too old for any type of upgrade. He also stated that he cannot find any tenants for these building because of their remote location as most companies want to be closer to the downtown area. The current vacancy rate (not including the building in question for the Life Time Complex) is 32%. Mr. Madden also answered questions from the Board.

Attorney Hennessey and the Board continued their question and answer session.

Chairman Mills called a 5 minute recess at 10:02pm. Chairman Mills called the meeting back to order at 10:10pm.

The Board asked Attorney Grushkin to explain what their issue is with the Planning Board denial letter. Attorney Grushkin gave a brief statement. The board requested a clarification regarding the Planning Board letter from the Planning Board.

The Board asked Attorney Grushkin – would your client be happy if the facility was built but we did not allow the outdoor activities? Mr. Grushkin replied that they would not be agreeable to that. He noted that the bottom line is the client does not want the facility.

Chairman Mills closed the public hearing for application 217-01



## **REGULAR MEETING**

### **APPROVAL OF MINUTES**

- Note: Mr. Silver had stepped away from the table and therefore missed the vote for the minutes for the **April 2, 2018** meeting.
- Note: Ms. Gwozdzowski was not in attendance for the **April 2, 2018** meeting and therefore unable to vote.

Minutes for Approval: **April 2, 2018**: After a brief discussion a motion was made by Mr. Morris for approval of the minutes as amended tonight, seconded by Mr. Stein and carried on a vote of 3 to 0 (Mills, Morris & Stein).

### **PENDING APPLICATIONS**

1. Application 217-01-HIGH RIDGE REAL ESTATE OWNER LLC –c/o Agent Lisa Feinberg, Carmody Torrance Sandak & Hennessey, 707 Summer Street, Stamford, CT – Text Change,

The Board started a discussion over what conditions they can and cannot include in the text to make is stronger. They also wanted to know what conditions they can impose in the future special exception should the text be approved. After much discussion the Board decided that they will be scheduling a special meeting with Jim Minor – Corporate Counsel – City of Stamford.

### **ADJOURNMENT**

Ms. Gwozdzowski moved to adjourn the meeting at 11:15 pm, seconded by Mr. Morris and carried on a vote of 5 to 0 (Mills, Morris, Stein, Gwozdzowski & Silver).

Respectfully submitted,

David Stein, (Secretary)  
Stamford Zoning Board

ZB PH041618

#### **NOTE:**

The Next scheduled Zoning Board Public Hearing and Regular Meetings:  
Monday April 30, 2018 at 7:00pm

#### **NOTE:**

These proceedings were recorded on video and are available for viewing through the City of Stamford's web page – [www.stamfordct.gov](http://www.stamfordct.gov).

There proceedings were also **audio tape** recorded and are available for review in the Land Use Bureau located on the 7<sup>th</sup> floor of the Government Center, 888 Washington Boulevard, during regular business hours.

# Page 1 of 2

ZONING BOARD PUBLIC HEARING

Application #217-01

High Ridge Real Estate Owner LLC

Life Time Fitness

DATE: APRIL 16, 2018

SPEAKER'S NAME

SPEAKERS ADDRESS

1-	Leborah Billington	101 Given Avenue	AGAINST
2-	Michael Sabia	217 Haviland Rd	AGAINST
	<del>Ken Ball Hubbard</del>	<del>41306 Gendrook Rd</del>	
3-	KEN BALL HUBBARD	181 TURN OF RIVER RD	AGAINST
4-	Anthony Tarzia	29 TALMADGE LN	AGAINST
	<del>Ken Ball Hubbard</del>		
SPOKE BEFORE	Marian Freed	181 Turn of River Rd	
5-	Risa Raich	222 W Haviland Ln	AGAINST
6-	MIKE BATTINELLI	225 CULLODEN RD	AGAINST
7-	Karen Camporeale	31 Quarry Rd	AGAINST
8-	Hank Cuthbertson	181 Turn of River Rd	
12-	STEVE GRUSITKIN	W. G. Rd	
	Lem BROWN	W. G. Rd	
9	GEORGE SESSA	105 GARY RD	AGAINST



April 16, 2018

Mr. W. Steven Ketchabaw  
George Comfort & Sons, Inc.  
2 Manhattanville Road  
Purchase, NY 10577

**Re: High Ridge Corporate Park, Stamford, Connecticut  
Community Noise Impact of Proposed Life Time Fitness Facility**

Dear Mr. Ketchabaw,

This is to correct a typographical error in our April 9, 2017 report. In Appendix B, the last line of the second table should read "Sum = projected SPL at west property line (dB)".

Please contact us if you have any questions.

Sincerely,



Mark Reber, Principal  
Jaffe Holden

April 11, 2018

Mr. W. Steven Ketchabaw  
George Comfort & Sons, Inc.  
2 Manhattanville Road  
Purchase, NY 10577

**Re: High Ridge Corporate Park, Stamford, Connecticut  
Community Noise Impact of Proposed Life Time Fitness Facility – Additional Analysis**

Dear Mr. Ketchabaw,

Reference is made to our letter of April 9, 2017, which analyzed potential community noise impact from activities associated with a Life Time Fitness (LTF) facility proposed to be developed at the High Ridge Office Park site. Specifically, the focus was potential noise generated by an outdoor pool area, which is to be used seasonally.

The referenced letter concluded that daytime noise at the west property line (border with Sunrise of Stamford) could be expected to be 66 dBA (A-weighted decibels), in excess of 55 dBA allowed by the City of Stamford Noise Ordinance; thus, mitigation measures would be required in order to comply with the ordinance. At the southern property line (border with Sterling Lake Lane), daytime noise would be 52 dBA, i.e. below the maximum.

At your request, we have conducted additional analysis of potential noise impact on residential dwellings on Sterling Lake Lane. This report supplements our report of April 9, 2017.

Our additional analysis included our production of a computer model. Source noise level data for outdoor pool area activity - identical to data used in our original analysis (from previous studies conducted by others) - was utilized to develop a computer model of noise propagation to the vicinity of Sterling Lake Lane. The computer model took into consideration shielding and reflection provided by nearby buildings; topographical features in the vicinity of the site; and the effects of vegetation and bodies of water; but did not include any specific sound attenuation structures on the proposed Life Time facility site.

Results of the computer modelling are shown in Figure 1, which depicts noise contours from outdoor pool area activity in 5 dBA increments. Also shown are noise levels predicted at specific locations.

## Results

Results of current and previous noise level projections are as follows (in dBA, A-weighted decibels):

Maximum allowable noise level at High Ridge Park south property line (daytime)	55 dBA
Maximum projected noise level at south property line due to outdoor pool activities	52 dBA
Range of existing daytime residual ( $L_{90}$ ) ambient noise levels in community	42-51 dBA
Range of projected noise levels in vicinity of Sterling Lake Lane due to pool activities	34-48 dBA

You further requested that we re-examine our previous conclusions by taking into consideration the following:

1. A more recent conceptual site plan entitled "Concept 3 – March 2018" dated March 8, 2018 (copy attached).
2. A site section sketch entitled "Section through Sunrise Buffer" dated March 23, 2018 (copy attached).
3. Techniques which may be utilized to further reduce noise propagation offsite.

Each of these items is addressed as follows:

1. A more recent conceptual site plan entitled "Concept 3 – March 2018" dated March 8, 2018

The LTF building is ideally situated to shield sound transmitting to the south. With this shielding, factored along with the distance to the south property line (450 ft.  $\pm$ ), noise levels predicted by our computer modelling along most of the south property line are substantially less than the 52 dBA originally predicted, and are even lower at the residences on Sterling Lake Lane (refer to Results above and Figure 1).

2. A site section sketch entitled "Section through Sunrise Buffer" dated March 23, 2018

This sketch describes an approach to create a substantial "stepped" wall and earthen berm topped with a fence along the boundary, and is the most effective approach to providing significant noise reduction at the Sunrise of Stamford facility, again by physically shielding noise from the pool area. Either alone or in combination with further mitigation measures, described below, this approach will bring the transmitted noise into conformance with the noise ordinance.

3. Techniques which may be utilized to further reduce noise propagating offsite

In addition to the location of the LTF building, creation of distance between noise source and receiver, and creation of landscaped walls and berms, there are other effective measures that can be employed to limit propagation of noise offsite. The most effective measures include careful design and placement of stand-alone sound attenuation barriers. There are many options in these regards and photos of several, which are generally considered both effective and aesthetically pleasing, are attached. Strategic placement of these barriers nearest to the sound source (i.e. at the edge of the pool area) would be most effective.

These measures, if properly and thoughtfully integrated into the site plan, will further reduce noise propagating offsite significantly. At the southern border, noise levels below the minimum daytime ambient noise level of 42 dBA are achievable. This means that at the homes on Sterling Lake Lane the pool noise will be effectively inaudible. This can be confirmed during the process of developing the site plan.

We trust this information will be useful. If you have any questions, don't hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Reber". The signature is fluid and cursive, with the first name "Mark" and last name "Reber" clearly distinguishable.

Mark Reber, Principal  
Jaffe Holden



### Example Sound Barrier Wall Options

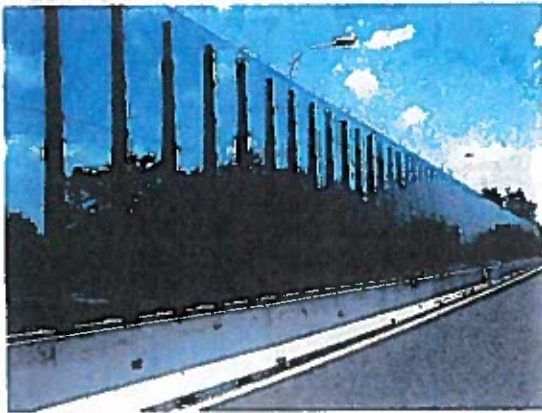
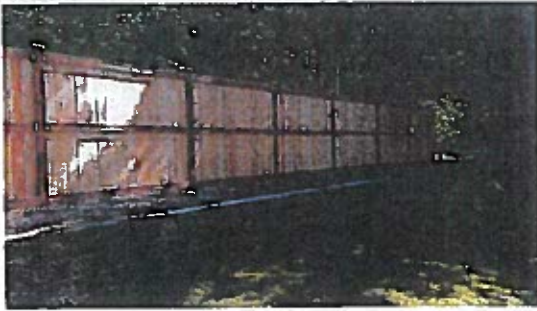
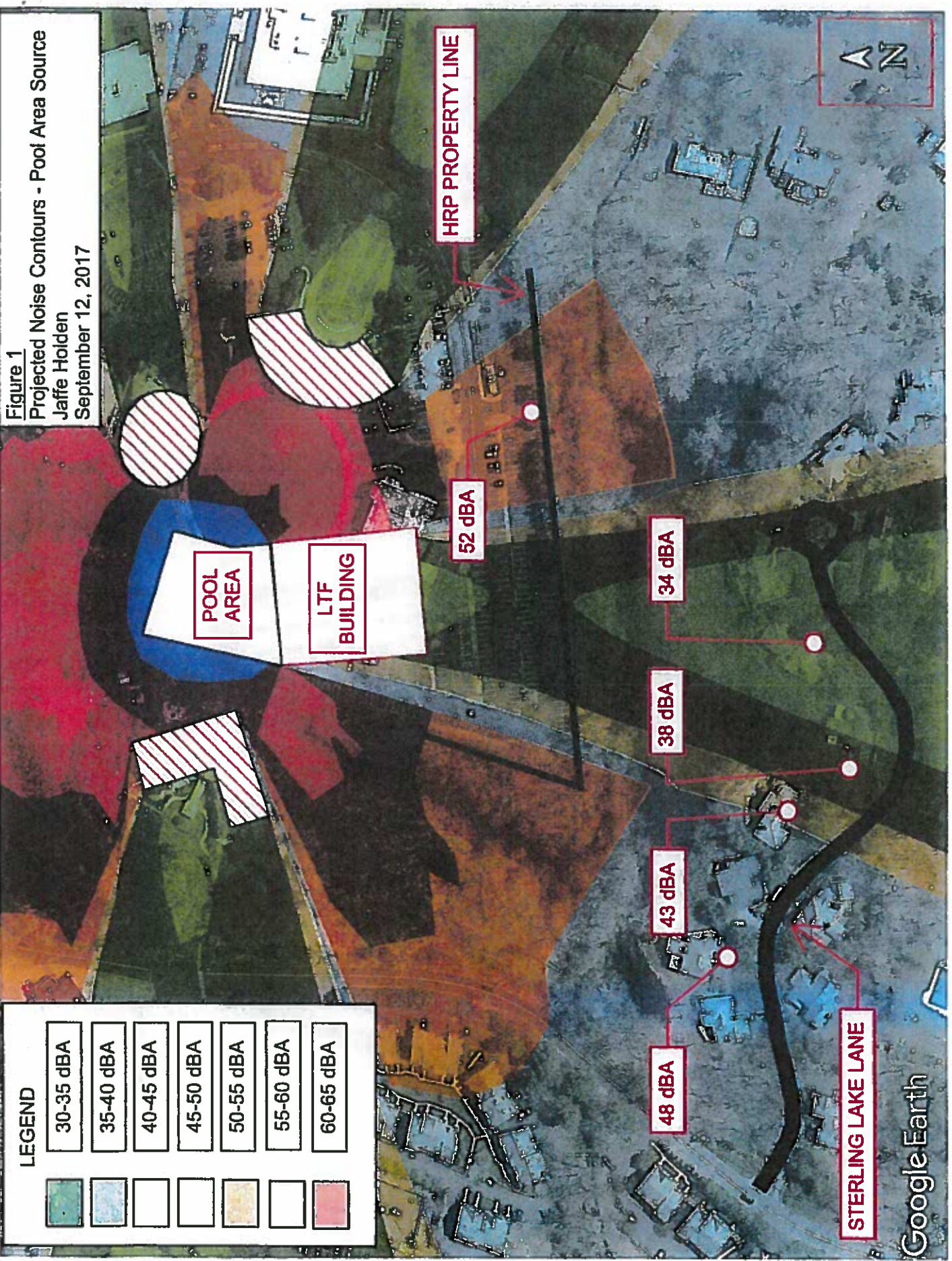
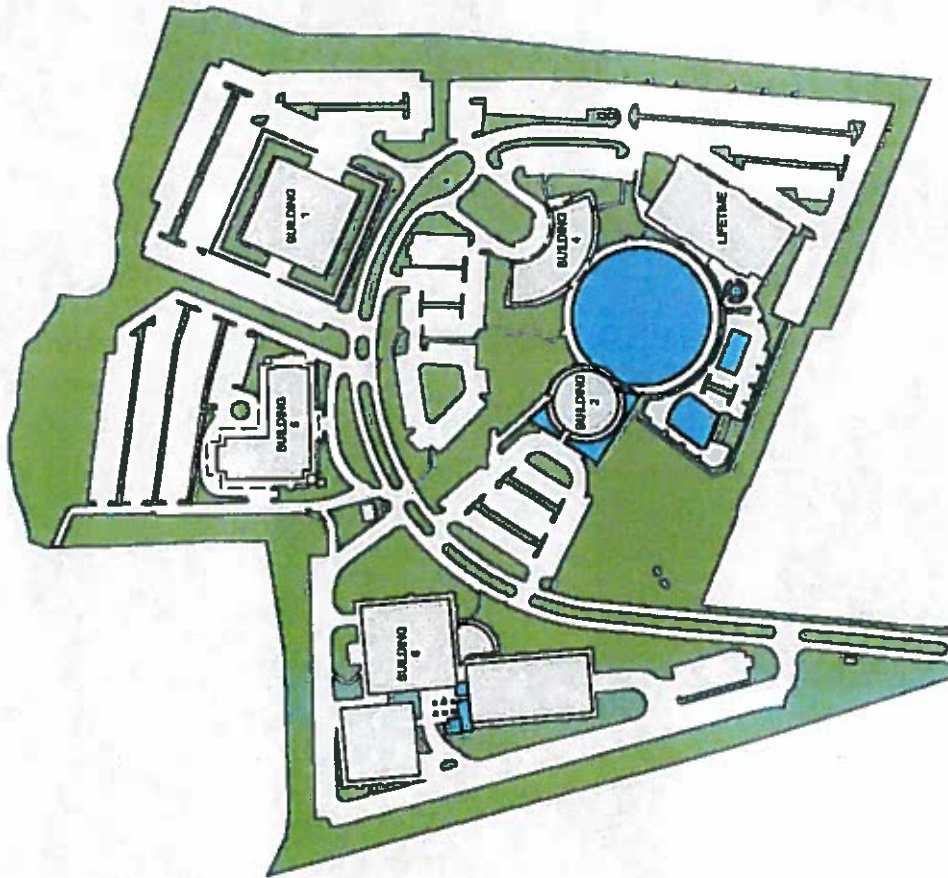




Figure 1  
 Projected Noise Contours - Pool Area Source  
 Jaffe Holden  
 September 12, 2017

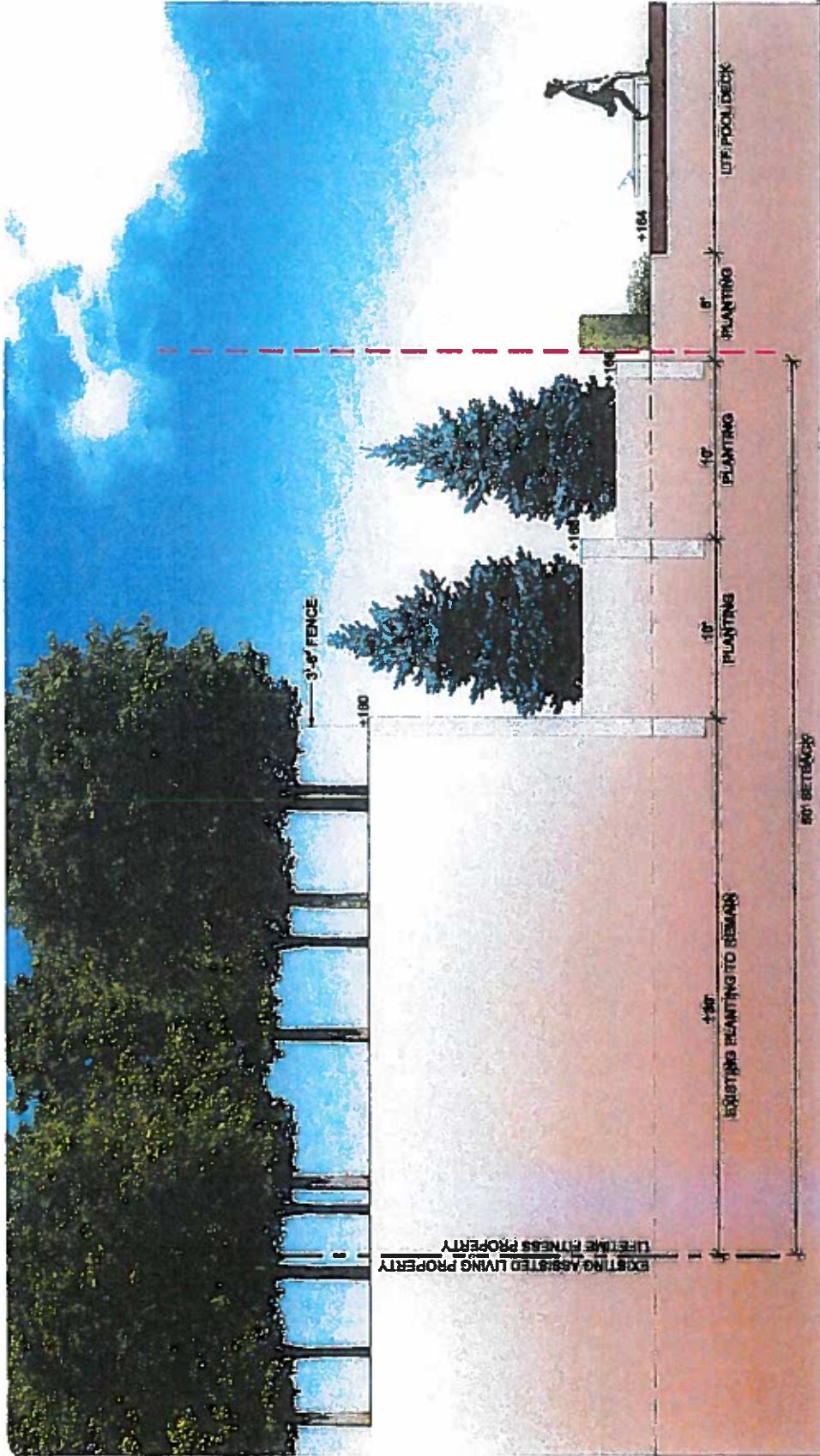






TOTAL SITE AREA	1,691,800 SF	
BUILDING FOOTPRINT	189,634	11.21%
SITE COVERAGE	847,899	50.12%
GROSS FLOOR AREA	519,076	0.307

# HIGH RIDGE PARK CONCEPT 3 - MARCH 2018



SECTION THRU SUNRISE BUFFER  
SCALE: 3/16"=1'-0"  
March 23, 2018

## HIGHRIDGE PARK - LTF STAMFORD, CT

MPFP ALL  
120 Broadway  
New York, NY 10021  
T 212 477 6346

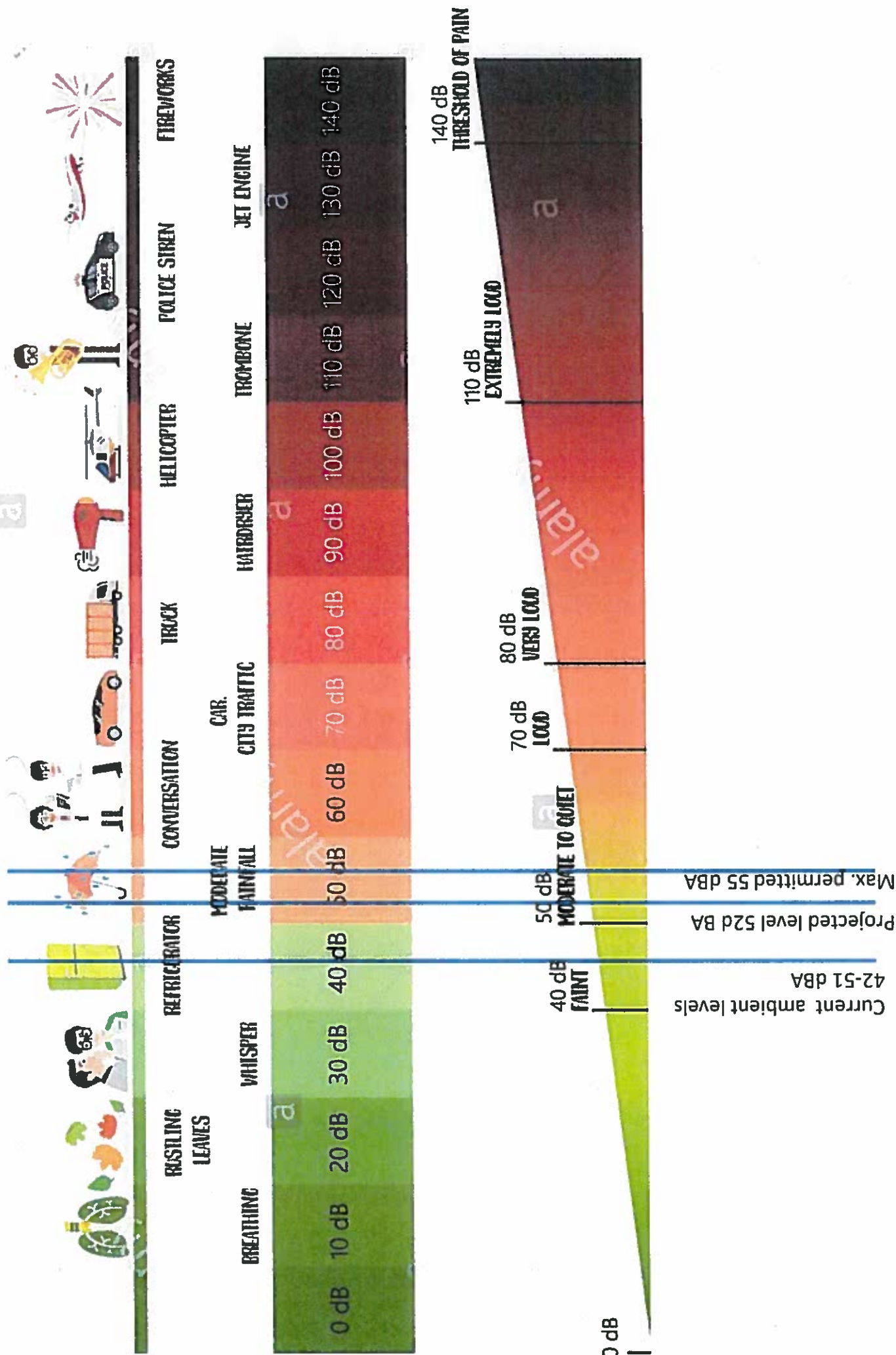
MPFP





# Decibel Scale (dB)

An explanation of the decibel scale and metrics used for measuring sound and exposure





# CITY OF STAMFORD

MAYOR  
DAVID MARTIN

DIRECTOR OF  
OPERATIONS  
ERNIE ORGERA  
Email: eorgera@stamfordct.gov



TRANSPORTATION BUREAU CHIEF  
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OFFICE OF OPERATIONS  
TRANSPORTATION, TRAFFIC & PARKING  
Tel: (203) 977-5466 Fax: (203) 977-4004  
Government Center, 888 Washington Blvd., 7<sup>th</sup> Floor  
Stamford, CT 06901

## INTEROFFICE MEMORANDUM

TO: PLANNING BOARD OFFICE

FROM: James Travers, Bureau Chief *[Signature]* Frank W. Petise, P.E., Traffic Engineer *[Signature]*

DATE: April 16, 2018

RE: ZONING BOARD TEXT CHANGE REVIEW

Application #217-01

High Ridge Real Estate Owner LLC

Transportation Traffic and Parking has reviewed the letters dated April 12, 2018 and April 16, 2018 provided by the applicant and we are in overall support of the proposed text change. We offer the following comments:

- Based on the information provided in the letter dated April 16, 2018 we are in agreeance with your rationale of one parking space per 300 square feet. However the text change provides a more conservative requirement of 3 per 1,000 which the Department is in support of. We understand a parking needs study will be completed at the time of the site plan review application.
- While the applicant has provided the requested backup from Connecticut DOT to utilize an internal capture rate of 35%, the letter from Frederick P. Clark Associates, Inc. dated April 12, 2018 further reduces the internal capture to 15%. The office park has over 500,000 square feet of office space with up to 1,500 employees therefore using a 15% internal capture rate is conservative. Also with the reduced internal capture rate of 15% there is still a net decrease in vehicle trips vs. medical building.
- To establish the trip generation rates the Traffic Consultant used ITE "Trip Generation," 9<sup>th</sup> Edition, 2012, for a Health/Fitness Club, Code #492. TTP uses the ITE "Trip Generation", 10<sup>th</sup> Edition. It should be noted that the use of the 10<sup>th</sup> Edition would show an even greater reduction in trips generated by a Health/Fitness Club.
- The proposed project will reduce the overall traffic impacts to the area compared with an occupied medical office space. A Health/Fitness club will spread the traffic generated by the club over the course of the day vs. office space which would add traffic to the streets concentrated around the peak hours. Additionally the internal capture before and after work will keep vehicles off the street during the peak hours.
- TTP will review the project in more detail and work with the developer to address traffic improvements in the surrounding area once the text change is approved and a formal application is made for the project.

ZB PRESENTATION MATERIALS  
APPL # 217-01  
DATE SUBMITTED: 4-16-17







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

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

ZB PRESENTATION MATERIALS

APPL # 217-01

DATE SUBMITTED: 4-16-18

April 16, 2018

**MICHAEL A. GALANTE**  
MANAGING PRINCIPAL

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

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Mr. James Travers  
Bureau Chief  
Office of Operations Transportation  
Traffic and Parking  
City of Stamford Government Center  
888 Washington Blvd.  
Stamford, Connecticut 06901

Subject: **Response to Comments – February 6, 2018 Memorandum –  
Proposed LifeTime Fitness Building, High Ridge Park, Stamford,  
Connecticut**

---

Dear Ms. Travers:

As requested, the following sections provide a response to comments to assist in your ongoing review of the Application with the City to construct a LifeTime Fitness Building and the demolition of a vacant office building within the High Ridge Office Park.

***Comment 1** – Provide clarification on how the minimum of one parking space per 300 square feet of building area was determined. A parking needs study shall be performed including comparison to similar businesses and other LifeTime Fitness locations.*

**Response**

The general standard gymnasium and culture centers in the CD Zone is for one space per 300 square feet; however, the City has requested a change in this standard in the CD zone to develop sensible and flexibility use of parking in the CD Zone to provide 3 spaces per 1,000 square feet for the entire CD Zone.

As part of the Site Plan review a Parking Needs Study shall be conducted at a similar LifeTime Fitness location. However, it is important to note that most LifeTime Fitness facilities are much larger than the proposed 99,000 square-foot building to be located in Stamford.

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

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RYE, NEW YORK FAIRFIELD, CONNECTICUT

Mr. James Travers

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*Comment 2 – Tables 4 and 4A in the site traffic modifications and comparisons report prepared by Frederick P. Clark Associates, Inc., dated January 3, 2018 included an internal capture of 35 percent. The note refers to a decision by the Connecticut Department of Transportation, Bureau of Policy and Planning and which allowed a 35 percent credit for internal trip capture on the subject property. Provide the supporting documentation for this credit.*

**Response**

An email received from the Connecticut Department of Transportation, Planning Division, is attached for reference purposes. It indicates that a 35 percent credit was approved for the completion of the study for this specific LifeTime Fitness Building. Although the original traffic analysis and documentation submitted to the City was based on an internal capture of 35 percent, in response to concerns from residents the Applicant recalculated it at 15 percent to reflect the reduced size of the building from 114,000 to up to 99,000 square feet of building floor area. In the letter prepared by our office and dated April 12, 2018 it provides a description and basis for reducing the internal capture from 35 percent to 15 percent.

It is important to note that even with the lower internal capture credit the proposed LifeTime Fitness Building will generate less traffic than a fully occupied medical building comprising 83,888 square feet of floor area. The reason for using a medical building estimate for traffic to occupy the vacant office building located in the High Ridge Office Park and compare it to a LifeTime Fitness Building replacement is that there is no market for general office in office parks throughout the region. Many companies now prefer being located in a downtown business district, such as downtown Stamford and the office park market in Stamford north of the downtown is a clear example of these changing market conditions. Therefore, it was appropriate to compare a reoccupied Building #3 as a permitted medical office use and to compare this with the proposed LifeTime Fitness Building proposal.

The median age of members at a LifeTime Fitness Center is 42 years old. Further, at High Ridge Office Park there were as many as 1,500 employees in the buildings at full occupancy. Also, note that this office park comprises 506,558 square feet of floor area. Therefore, the internal capture of 15 percent is reasonable and conservative.

As part of our discussions with ConnDOT to develop an appropriate trip rate for the LifeTime Fitness Center it was determined appropriate to use the Institute of Transportation Engineers (ITE) trip rates from the publication entitled "Trip Generation Manual," 9<sup>th</sup> Edition, published in 2012, to estimate site-generated traffic for this proposed development. Specifically, the category of Health/Fitness Club, Land Use Code #492 was used. In ITE the description of a Health/Fitness Club is a privately

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Mr. James Travers

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owned facility, with a focus on individual fitness or training. This would include exercise classes, weight lifting, fitness and gymnastic equipment, spas and locker rooms. This land use could also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts. These facilities are membership clubs and may allow access to the general public for a fee. This fits the description of the LifeTime Fitness Center.

Another category, which in our opinion and that of ConnDOT did not apply, would be an Athletic Club. Athletic Clubs may have similar uses; however, include competitive team sport activities and social facilities. The LifeTime facilities do not provide competitive team sport activities for the activities. By comparison, for activities at the Italian Club, the Athletic Club ITE category was used to account for its expansion. Refer to the attached ITE description.

*Comment 3 – Roadway and Intersection Improvement aimed at improving traffic mobility and reducing speeds for the following roads and intersections shall be coordinated with the TTP.*

- Buxton Farm Road;
- Turn of River Road; and,
- Turn of River Road at High Ridge Road.

**Response**

The Applicant is committed to continuing to work with the City, and as necessary the Connecticut Department of Transportation, to address traffic calming measures to improve overall safety, reduce speed and enhance pedestrian and bicycle activity on each of the roadways and intersections noted above, during the Site Plan review process.

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

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Mr. James Travers

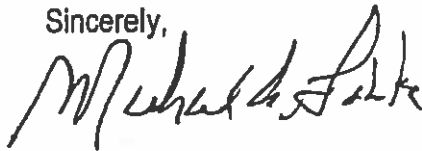
Page 4

April 13, 2018

\* \* \*

We trust this information will assist the City in its ongoing evaluation of this Application. We are available to discuss this further at your convenience.

Sincerely,



Michael A. Galante  
Managing Principal

Enclosure

cc: Megan Eaton  
William J. Hennessey, Jr. Esq.  
Richard Redniss, AICP

**Michael Galante**

---

**From:** Sojka, Gary J <Gary.Sojka@ct.gov>  
**Sent:** Monday, April 16, 2018 10:58 AM  
**To:** Mohamed El Saadani  
**Cc:** Michael Galante  
**Subject:** RE: Proposed Life Time Fitness Project, High Ridge Park, Stamford, ct

Mohamed,

The 35% internal capture rate is acceptable for this particular development.

**Gary J. Sojka**  
*Transportation Supervising Planner*  
*Connecticut Department of Transportation*  
*Bureau of Policy and Planning*  
*2800 Berlin Turnpike*  
*Newington, CT 06111*  
*Email: [gary.sojka@ct.gov](mailto:gary.sojka@ct.gov)*  
*telephone: (860) 594-2025*  
*fax: (860) 594-2056*

# **TRIP GENERATION MANUAL**

**9th Edition • Volume 2: Data**

## **Trip Generation Rates, Plots and Equations**

- Port and Terminal (Land Uses 000–099)
- Industrial (Land Uses 100–199)
- Residential (Land Uses 200–299)
- Lodging (Land Uses 300–399)
- Recreational (Land Uses 400–499)



**Institute of Transportation Engineers**

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## **Land Use: 492**

### **Health/Fitness Club**

#### **Description**

Health/fitness clubs are privately-owned facilities that primarily focus on individual fitness or training. Typically they provide exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts and limited retail. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493) and recreational community center (Land Use 495) are related uses.

#### **Additional Data**

The sites were surveyed between the 1970s and the 2000s in California, Connecticut, New Jersey, Pennsylvania and Vermont.

#### **Source Numbers**

113, 253, 571, 588, 598, 728



## **Land Use: 493 Athletic Club**

### **Description**

Athletic clubs are privately-owned facilities that offer comprehensive athletic facilities. These clubs typically have one or more of the following: tennis, racquetball, squash, handball, basketball and volleyball courts; swimming pools; whirlpools; saunas; spas; and exercise and weight rooms. They often offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492) and recreational community center (Land Use 495) are related uses.

### **Additional Data**

The sites were surveyed in 1978, 1985, 2002 and 2003 in California, Pennsylvania and Connecticut.

### **Source Numbers**

113, 422, 571, 588



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RYE, NEW YORK FAIRFIELD, CONNECTICUT

ZB PRESENTATION MATERIALS

APPL # 217-01

DATE SUBMITTED: 4-16-18

April 12, 2018

**MICHAEL A. GALANTE**  
MANAGING PRINCIPAL

**DAVID H. STOLMAN**  
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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

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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Ms. Megan Eaton

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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.

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

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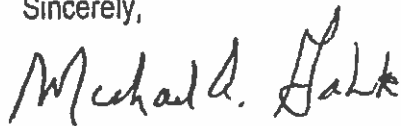
Ms. Megan Eaton

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April 12, 2018

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,

A handwritten signature in black ink, appearing to read "Michael A. Galante". The signature is fluid and cursive, with the first name "Michael" being the most prominent.

Michael A. Galante  
Managing Principal

cc: William J. Hennessey, Jr. Esq.

g:\653.400 new lifetime fitness building, stamford\word\18-003.mag.docx. aa

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

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

Source:

- 1) The Institute of Transportation Engineers (ITE), Trip Generation Manual 9<sup>th</sup> 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.

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



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

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
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January 30, 2018

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

Subject: **Site Traffic Modifications and Comparison – LifeTime Development  
– High Ridge Park, Stamford, Connecticut**

Dear Ms. Eaton:

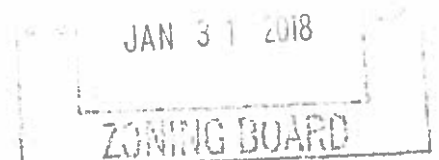
As requested, we are pleased to submit this site traffic comparison analysis, with related traffic volumes for the now proposed reduced size LifeTime Building, which will replace Building #3 located within the High Ridge Park Office Development. In reference to comments from the City and others the redevelopment of the Building #3 site location within the Office Park has been modified to address many concerns including specifically site traffic generation.

The following sections describe the previous proposal and site traffic generation related to the larger building and a comparison to the now reduced size LifeTime Building and traffic related to this development.

**Project Description**

The previous proposal was to demolish the existing office building comprising approximately 83,888 square feet of floor area and construct a new LifeTime Building. The LifeTime Building was to be 114,000 square feet of floor area. As part of that redevelopment an additional 6,128 square feet of floor area for general office use in another nearby building within the same Office Park was to be converted to storage.

The current proposal is to demolish the existing 83,888 square foot office building and construct a LifeTime Building comprising at most 99,000 square feet floor area. As part of the new proposal a parking garage will be constructed and the previously noted 6,128 square feet of floor area located in a different office building within the same Office Park may no longer be converted to storage space; thus it was not considered by us in this analysis.

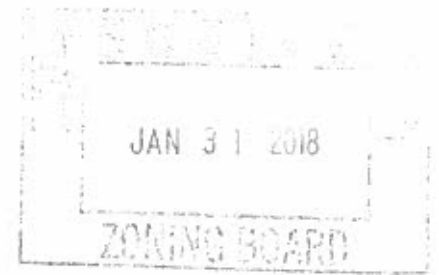


**FREDERICK P. CLARK ASSOCIATES, INC.**PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Ms. Megan Eaton

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**Previous Development Plan**

As noted above, the previous plan included the demolition of an 83,888 square-foot vacant office building. Based on current zoning, this building could be reoccupied as a Medical Office Use, which is the only type of office use viable in today's office market. Therefore, the demolition of this building, with a Medical Use would result in the reduction of 200, 299 and 305 vehicle trip ends (new trips) during the typical weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

As part of that previous development, 6,128 square feet of floor area for a General Office Use would have also been eliminated and result in a decrease in site traffic of 10, 10 and 3 vehicle trip ends during the same weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Therefore, with the elimination of 90,016 square feet of floor area there would have been a reduction of 210, 309 and 308 vehicle trip ends (new trips) during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

The previous proposal was to construct a LifeTime Fitness Building comprising 114,000 square feet of floor area. This would result in new site traffic of 105, 261 and 317 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Therefore, the net change in site-generated traffic and in this case only referencing new traffic outside the office campus would have been a total reduction of 105 and 48 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. A further comparison of the Saturday midday peak hour against the reduction in commercial floor area and the construction of a LifeTime Building resulted in an increase of 9 vehicle trips during the Saturday midday peak hour.

Table 4, which was included in the previous Traffic Report prepared by our office and dated July 11, 2017, provides a detailed breakdown of site traffic generation and the appropriate adjustments to account for internal capture of 35 percent is provided. The reference to the 35 percent internal capture credit was based on discussions with the Connecticut Department of Transportation (ConnDOT) Planning Division and the City Traffic Engineer.

**Current Proposal**

The current proposal is to remove Building #3 comprising 83,888 square feet of floor area and related traffic as it could be occupied by a Medical Office Use, which would add site traffic by 200, 299 and 305 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

The current proposal is to construct a LifeTime Building comprising up to 99,000 square feet of floor area. The new traffic related to this proposed use would result in an increase in site traffic of 91, 227



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

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RYE, NEW YORK FAIRFIELD, CONNECTICUT

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and 275 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Therefore, the net difference is a reduction in site traffic by 100, 72 and 30 vehicle trip ends during the same weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

These traffic estimates account for new trips generated by the LifeTime Building after applying an appropriate internal capture of 35 percent, which represents use of the LifeTime Building by office workers within the Office Park. Table 4A provides a more detailed summary and breakdown of the traffic related to the existing office as a Medical Use and the proposed new LifeTime Building for each of the peak hours.

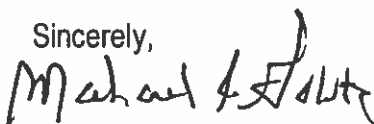
**Findings**

A detailed Traffic Report was completed for the original proposed 114,000 square-foot LifeTime Fitness Building. Results of the analyses of several intersections indicated minimal change in overall traffic patterns, with the elimination of Building #3 as a Medical Office Use and the construction of a LifeTime Building as a replacement use.

The current proposal indicates that there will actually be a further reduction in site traffic during each of the peak hours, with the change in the building footprint and size.

This will provide an overall benefit to the area roadways and the current level of traffic conditions and many nearby signalized and unsignalized intersections including Turner River, Buxton Farm Road and High Ridge Road.

Sincerely,



Michael A. Galante  
Managing Principal

Enclosure

cc: Steven Ketchabaw, via email  
William Hennessey, Esq., via email  
Lisa Feinberg, Esq., via email



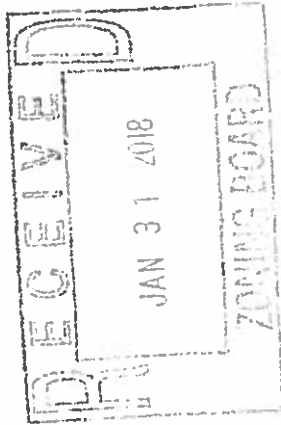


Table 4  
SITE TRAFFIC GENERATION FORECAST – PEAK HOURS  
Proposed New LifeTime Fitness Building  
High Ridge Park  
Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	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 (ITE Code #720)	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- General Office Space to be Removed (ITE Code #710)	6,128 S.F.	Enter Exit Total	-9 -1 -10	-2 -8 -10	-2 -1 -3	-- -- --	-- -- --	-- -- --	-9 -1 -10	-2 -8 -10	-2 -1 -3			
3-Total vehicle trip ends to be Removed from Study Area (1+2)	90,016 S.F.	Enter Exit Total	-167 -43 -210	-86 -223 -309	-176 -132 -308	-- -- --	-- -- --	-- -- --	-167 -43 -210	-86 -223 -309	-176 -132 -308			
4 – Proposed LifeTime Fitness Building (ITE Code #492)	114,000 S.F.	Enter Exit Total	81 80 161	229 173 402	143 174 317	28 28 56	80 61 141	0 0 0	53 52 105	149 112 261	143 174 317			
Net Difference	23,984 S.F.	Enter Exit Total	-86 37 -49	143 -50 93	-33 42 9	28 28 56	80 61 141	0 0 0	-114 9 -105	63 -111 -48	-33 42 9			

Source:

- 1) The Institute of Transportation Engineers (ITE), Trip Generation Manual 9<sup>th</sup> Edition, 2012 using Medical-Dental Office Building, Code #720 Average Rates, General Office, Code #710 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.



Table 4A  
 UPDATED DEVELOPMENT PROGRAM TRAFFIC GENERATION FORECAST- PEAK HOURS  
 Proposed New LifeTime Fitness Building  
 High Ridge Park  
 Stamford, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	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 LifeTime 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 9<sup>th</sup> 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.

## REQUESTS

1. NEW PRINCIPAL C-D USE –  
GYMNASIUM OR PHYSICAL  
CULTURE ESTABLISHMENT
2. ADDITIONAL SIGNAGE
3. BUILDING COVERAGE EXEMPTION  
FOR ARCHITECTURAL FEATURES  
ON HISTORICALLY OR  
CULTURALLY SIGNIFICANT  
BUILDINGS

## ADDED PROTECTIONS

1. 50 FOOT LANDSCAPE BUFFER
2. NO RECREATIONAL USE,  
STRUCTURE OF FACILITY IN  
BUFFER
3. NO ILLUMINATED SIGN  
FACING RESIDENTIAL  
DISTRICT
4. NO NET INCREASE IN  
PARKING
5. DESIGN GUIDELINES FOR  
HISTORICALLY OR  
CULTURALLY SIGNIFICANT  
BUILDINGS
6. PERFORMANCE GUIDELINES  
CONTROLLING LIGHTING,  
SCREENING, NOISE AND SITE  
PLAN DESIGN
7. SPECIAL EXCEPTION PROCESS

ZB PRESENTATION MATERIALS

APPL # 217-01

DATE SUBMITTED: 4-16-18

Norma Tavaras, Sandra Hemmerling

April 16, 2018

Thomas Mills  
Chair of Stamford Zoning Board  
888 Washington Boulevard  
Stamford, CT 06901

***Re: Application 217-01 High Ridge Real Estate Owner, LLC***

Dear Mr. Mills:

As you know, this office represents the Applicant in connection with the above referenced matter. This letter is in response to Attorney Braman's correspondence to you of April 12, 2018. Mr. Braman raises three issues and I will respond in the same order as contained in his letter.

1. Planning Board Actions – We appear to be in agreement that the Planning Board specifically endorsed the use “Gymnasium and Physical Culture Establishment” yet recommended denial of Application No. 217-01 because the proposed definition allowed outdoor uses. It is of note that the Planning Board did this in contravention of the advice of its staff and despite the fact that a Special Exception process would have been included as part of any application. It is of further note that all of the other comments made by the Planning Board have been integrated into the current version of the proposed Text Change. The Applicant believes the Planning Board became so involved in the details of a possible Site Plan application that it overlooked the enhanced protections that the proposed Text Change would provide to residential neighbors. In addition, the Applicant believes the Planning Board further ignored the fact that a pool and outdoor activities are presently allowed in the C-D Zone. For example, Havemeyer Park, which is located in the C-D Zone, has a large pool and clubhouse facility supporting the residential redevelopment of that site. Attached to this memo are pages from the December 2014 Master Plan; all of which clearly demonstrate that a Gymnasium and Physical Culture Establishment is an appropriate use and a change to the Zoning Regulations is the proper process. Accordingly, the Zoning Board should approve this application.
2. Traffic Management – In his letter Mr. Braman characterizes the Applicant's traffic data as “empty platitudes” and then endeavors, without any expert opinion whatsoever to construct a story that all area roadway networks will be overburdened. He bases his argument solely on a reported number of members of Lifetime which is

1) an estimate based on a prior conceptual plan and 2) no longer accurate given the reduced size of the contemplated building. Nor is it the right measurement to use in assessing traffic. Unlike membership which fluctuates in terms of actual usage (how many people buy memberships but don't actually use it?), the square footage of a building is static, and therefore, a more reliable metric. If membership is the right measurement, how does traffic function in the area surrounding the Italian Center, which itself claims to have 4,000 members?

The only rational traffic information which has been produced is that of the Applicant's expert, Frederick P. Clark Associates, Inc., which has been confirmed by James Travers, of the City of Stamford Traffic Department (see attached letter). To be clear, a health and fitness facility's total membership number is not the proper basis on which to estimate traffic numbers.

Moreover, 35% is a very justifiable internal capture rate for a membership-based health and fitness facility in an office campus and has been endorsed by the City and State as the correct number. As the building has shrunk, a lower amount, 15%, has been assigned. Mr. Galante's letter of April 12, 2018 is attached and explains this point further.

3. Special Exception Process – The Special Exception process is an appropriate tool to ensure the protection of neighboring properties as it invests wide latitude and discretion in the Zoning Board in determining whether or not a use, such as a “Gymnasium and Physical Cultural Establishment” is appropriate for a specific piece of property. Mr. Braman's continued quotations from the case Rackzkowski, the Zoning Commission only tells half the story. The Connecticut Appellate Court told the entire story in St. Joseph's High School, Inc. v. Planning & Zoning Commission in the Town of Trumbull.<sup>1</sup> There, the Court stated that “[a]lthough it is true that the zoning commission does not have discretion to deny a special permit when the proposal meets the standards, it does have discretion to determine *whether* the proposal meets the standards set forth in the regulations.”<sup>2</sup> In this regard, “whether a zoning board grants a special exception essentially is a discretionary process.”<sup>3</sup>

Prior to determining whether or not a Special Exception should be granted, the Zoning Board has the discretion to determine whether the application meets the specific standards identified in the Zoning Regulations of the City of Stamford.<sup>4</sup>

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<sup>1</sup> 176 Conn. App. 570.

<sup>2</sup> *St. Joseph's High Sch., Inc. v. Planning & Zoning Comm'n of Town of Trumbull*, 176 Conn. App. 570, 599–600, 170 A.3d 73, 91–92 (2017).

<sup>3</sup> *Oakbridge/Rogers Ave. Realty, LLC v. Planning & Zoning Board*, 78 Conn. App. 242, 246 (2003). See also *Irwin v. Planning & Zoning Commission*, 244 Conn. 619, 626 (1998) (holding that it is an “incorrect statement of the law with regard to special permits” to conclude that “[s]ince the special permit is an administrative device, the formal rule is that the granting agency cannot exercise any discretion in deciding whether to approve an application.”)

<sup>4</sup> Zoning Regulations of the City of Stamford, Sec. 19-3.2.

These standards, which are attached to this memorandum, include determining whether the proposal is in accord with the public convenience and welfare after taking into account the location and nature of the proposed site, size of the proposed operation, its proximity to existing dwellings and other structures, the nature and intensity of the proposed use in relation to the surrounding area, and traffic patterns resulting from the proposed use.<sup>5</sup>

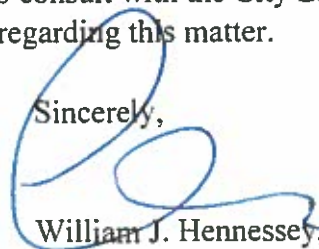
It should also be noted that there are substantial differences between the processes associated with Site Plan and Special Permit approvals. Specifically, a "site plan cannot be denied based on general factors with no criteria in the regulations such as landscaping and screening."<sup>6</sup> Unlike a Special Exception application, there is no statutory requirement to hold a public hearing on a Site Plan application.

Alternatively, both the Connecticut State Statutes, and the Zoning Regulations of the City of Stamford, require a public hearing for Special Exception applications.<sup>7</sup> A Special Exception requires the Zoning Board to make a site-specific, case-by-case review. "The basic rationale for the special [exception] . . . is that while certain land uses may be generally compatible with the uses permitted as of right in a particular zoning district, their nature is such that their precise location and mode of operation must be individually regulated because of the particular topography, traffic problems, neighboring uses, etc., of the site."<sup>8</sup>

It should also be noted that a Site Plan application is never reviewed by the Planning Board. Depending on the specifics of the application, it also may not require review by other City agencies or a public hearing. Thus, the scope of the Zoning Board's review of a site plan application is far more limited, and its discretion to deny is likewise limited as a result.

I hope this information is helpful in clarifying any outstanding questions members of the Zoning Board have regarding Application No. 217-01. Should you have any additional questions regarding the issues discussed herein we encourage you to consult with the City Law Department. Thank you for your time and consideration regarding this matter.

Sincerely,



William J. Hennessey, Jr.

Enc.

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<sup>5</sup> Zoning Regulations of the City of Stamford, Sec. 19-3.2.a(1) – 19-3.2.a(3).

<sup>6</sup> 9 R. Fuller, Connecticut Practice Series: Land Use Law and Practice (4th ed.) § 6:3.

<sup>7</sup> Conn. Gen. Stat. Sec. 8-3(c); Zoning Regulations of the City of Stamford Sec. 19-3.3.a.

<sup>8</sup> *Oakbridge/Rogers Ave. Realty, LLC v. Planning & Zoning Board*, supra, 246; see also General Statutes § 8-2. Site Plan approval only requires a public hearing where the proposal is located within a Designed District.



#### **#7. COMMERCIAL—Arterial**

This category is intended to provide for and protect business-oriented development (1) extending from the Downtown or (2) along major arterial routes. The category is intended to: (1) encourage retail and by Special Exception compatible uses (limited office and residential) distinct from the Commercial-Neighborhood (Category #6) and Downtown (Categories #9, #10, #11) development; (2) be mindful of traffic, safety and community design considerations with regard to the residential neighborhoods abutting; and (3) be serviceable by the capacity of existing arterial systems. Automotive uses and shopping centers shall be permitted subject to Planning Board review and recommendation and approval by the Zoning Board on the basis of (1) compatibility with adjacent development, (2) superior design, and (3) improvement of traffic safety or congestion conditions. Development within this category shall be at densities below those allowed in Commercial-Neighborhood (Category #6), with bonus subject to approval by the Zoning Board on the basis of (1) compatibility with adjacent uses, (2) superior design, (3) superior traffic management, (4) compliance with the goal of directing most commercial development to Downtown, and (5) compliance with design guidelines. Residential development within this category shall not exceed the permitted density of Residential-Low Density Multifamily (Category #3).

#### **#8. MIXED-USE – CAMPUS**

This category is intended to provide for and protect low-density office parks and commercial (non-retail) centers in locations outside of the Downtown, by allowing limited expansion and adaptive reuse of compatible office, research and development, residential, government, educational and medical uses. Principal large-format retail uses, shopping centers, sports and entertainment complexes and similar uses shall be prohibited. New buildings and structures shall be compatible with the scale, height and character of existing buildings and maintain a landscaped "campus" setting of relatively low development intensity compatible with surrounding residential properties. Mixed-use development including adaptive reuse of existing buildings shall be carefully planned and designed and shall result in no net increase in traffic impact compared with office development. Development within this category shall be at densities, height and bulk far below those allowed in Downtown (Category 11). Such development may be permitted to locate on sites "suburban" in nature, subject to approval of the Zoning Board, based on (1) compatibility with adjacent uses and residential areas, (2) superior design including landscape design to buffer this use from adjacent residential uses, (3) superior traffic management, (4) compliance with the goal of directing most commercial development to Downtown, and (5) compliance with design guidelines. Total floor area shall not exceed 0.4 FAR for property located adjacent to State highways.

#### **#9. URBAN MIXED-USE**

The purpose of this category is to encourage redevelopment and to provide an orderly transition from the more-intensive Downtown area (Category # 11) to adjoining neighborhoods; and to provide a mix of uses complementary to and supportive of the Downtown. Intended is a full array of uses including high-density residential uses as the primary use in this category, supported by a dynamic mix of neighborhood retail and service uses, office, and recreational uses serviced by mass transportation and quality streetscapes that enhance connections between the Downtown and outlying neighborhoods of



economic development strategies. The plan will provide a comprehensive overview of the local and state economies; set policy direction for economic growth within the City; and identify strategies, programs and projects to improve the local economy.

**3A.2: Market existing and create new Incentives to attract business.** Market existing incentives and business loans to corporations and small businesses and create new incentives where feasible to support business development. Currently, the City partners with the Connecticut Department of Economic and Community Development and the Connecticut Department of Energy and Environmental Protection to offer incentives to new and expanding businesses in Stamford through several programs, including the Enterprise Zone Program, the Brownfield Remediation Program, the C-Pace program and the Urban Jobs program.

**3A.3: Encourage modernization of office space and allow for adaptive reuse.** Encourage modernization of outdated office space to enhance efficiency and provide technological capability and allow for adaptive reuse of vacant office space for residential and mixed-use development. Capital improvements to enhance technological capability should be pursued and zoning should be amended, as appropriate, to allow for reuse. See Policy 3B.5.

**3A.4: Promote upgraded telecommunications infrastructure.** Analyze the impact of cellular phone coverage throughout the City as it affects technology.

**3A.5: Explore the feasibility of the development of a convention center in the Downtown.** A convention center could support hotels, restaurants, shopping and entertainment venues Downtown; provide an attractive reuse option for vacant large floor-plate office space; and enhance the vitality of the Downtown. Stamford is strategically located as a convention destination on I-95 and the Northeast Corridor rail line and could provide an attractive and more affordable convention alternative to New York City.

**3A.6: Increase and promote financial, technical assistance and development programs for industry.** Tax credit and financing programs should be employed to encourage manufacturers to remain in Stamford, attract new manufacturers and help companies upgrade buildings and equipment.

**3A.7: Promote live/work arrangements.** Zoning should be amended to clarify the difference between home occupations and home businesses as accessory uses in residential districts. Home occupations should be as-of-right and typically consist of a single person working from home. Such use should prohibit employees, signs, off-premise noise and smells, increases in parking and traffic and changes to the appearance of the residence. Home businesses should be permitted by Special Exception and generally include businesses operating out of a home that have employees and generate visitors.

**3A.8: Promote affordable artist live/work space.** The City should encourage strategic alliances between arts groups and affordable housing builders to create artist live/work housing and artist housing with shared work and gallery space.

### **Policy 3B: Growth Management**

Encouraging development in areas with strong transit access and the infrastructure to handle additional density is central to the economic vitality of Stamford. Regional office and retail and higher-density housing should be concentrated in the Downtown and around the Stamford Transportation Center; neighborhood-scale transit-oriented development should be encouraged in the vicinity of the Glenbrook and Springdale train stations and potentially at a new proposed transit node at the intersection of East Main Street and Myrtle Avenue. Quality transit connections and an inviting environment for bicyclists and pedestrians support higher-density activities in concentrated nodes where fewer users are dependent on personal automobiles and can travel to and within neighborhoods without increasing vehicle congestion or requiring parking facilities. The City should support the concentration of economic growth in these areas by pursuing the following strategies:

#### ***Implementation Strategies***

**3B.1: Concentrate regional office, retail and entertainment uses and high-density residential development Downtown.** Regional office, retail development and entertainment uses should be concentrated Downtown and near the STC in order to support Downtown's position as a regional center. Higher-density housing should also be encouraged in order to support an active live/work Downtown, promote transit use and enhance the vitality of Downtown as an attractive, walkable city center for living, working and entertainment.

**3B.2: Discourage expansion of office development outside of Downtown in areas that do not have direct access to transit.** Regional office development should be concentrated in the Downtown. Smaller-scale office should be encouraged in areas close to transit including Glenbrook, Springdale and potentially near a proposed transit node at East Main Street and Myrtle Avenue. Redevelopment of underutilized office space in suburban-style office parks for mixed-use development should be encouraged. Significant new office development outside of the Downtown is currently permitted under existing zoning; zoning for these areas should be amended to encourage mixed-use development.

**3B.2-a: Employ a 50 percent floor area ratio (FAR) cap for office development in industrial districts.** Limited amounts of additional office development could be considered for uses that meet performance/environmental and design standards.

**3B.2-b: Discourage retail and office development in industrial districts.** Superstores and large-scale office buildings should not be allowed in industrial districts with the following exceptions:

- 1) supermarkets, 2) furniture outlets, 3) construction-related stores, and 4) research and development (R&D) space.

**3B.3: Encourage redevelopment of vacant Downtown office space for housing.** Conversion of vacant office space Downtown for residential use has been a successful policy employed by the City and should be continued. A particular focus in this strategy should be on residential uses that capture Stamford's changing demographics – especially younger adults who want to live in small downtown apartments within walking distance to their jobs or transit. To be successful in attracting this demographic group, residential redevelopment will need to incorporate the types of modern amenities sought by younger adults, including landscaping and open space, technological innovations and sustainability features. In addition to helping to address Stamford's high office vacancy rate, it increases residential density Downtown, which supports retail, restaurant and other commercial uses and provides opportunities for people to live and work Downtown.

**3B.4: Encourage the reconfiguration of existing office and retail space to accommodate market trends and potential new users.** The needs of commercial users have changed dramatically in recent years, as technological shifts have allowed for more telecommuting, flexible work schedules and "virtual" meetings. As a result of these and other trends, many offices have moved toward open floor plans that emphasize collaboration and flexibility rather than individual work spaces. Existing office spaces will need to be re-engineered to be consistent with these market trends and to become the type of work spaces that businesses and employees expect. Such reconfiguration of space can, in turn, encourage businesses to function differently to better fit current market needs and alleviate impacts on traffic. Live/work arrangements, flex-time work schedules, improved infrastructure to allow for telecommuting and promotion of ride-sharing and other commuting alternatives, are all transportation-demand management tools that should be explored and encouraged.

**3B.5: Encourage the State of Connecticut to work cooperatively with the City of Stamford to plan for transit-oriented development at the Stamford Transportation Center.** As the State pursues its plans for TOD at the Stamford Transportation Center it should work cooperatively with the City to ensure that new development is consistent with Stamford's STC Master Plan and is appropriately scaled and pedestrian-friendly. The City encourages the State to consider the urban design context of its plans as well as traffic and pedestrian circulation impacts to ensure that its plan is consistent with realistic market absorption and will not exacerbate office vacancies Downtown and traffic conditions at and around the train station.

**3B.6: Improve local bus transit service quality and frequency.** A high-quality local bus transit service connects employment and residents of Stamford's neighborhoods to the jobs and community amenities available in the Downtown, as well as to regional transportation services (Metro-North, Amtrak, Greyhound and I-Bus express bus), without burdening the Downtown with the need for additional parking infrastructure. See Strategy 4C.2-a.

### *Implementation Strategies*

**4E.1: Encourage the State to coordinate with the City on plans for TOD at the Stamford Transportation Center.** The State proposes the creation of significant new commercial, residential and retail development at the Stamford Transportation Center. This proposal is being developed behind closed doors at the State level without input from the City. As the future development of this land will have a substantial impact on the character and function of Stamford's primary gateway and affect both the Downtown and South End, the City encourages the State to reconsider its closed-door position and work in partnership with the City on the TOD plan. The City urges the State to consider the recommendations of the Stamford's 2010 STC Master Plan (see Section 4.C) and to ensure that its TOD plan provides for a pedestrian-friendly transit hub that is well-connected with nearby neighborhoods and provides appropriately scaled residential and commercial development.

**4E.2: Implement the recommendations of the Glenbrook and Springdale Village District TOD Feasibility Study.** The City is working with a consultant team and neighborhood residents to develop a plan for TOD at the Glenbrook and Springdale train stations. This project was initiated in the fall of 2013 and is expected to be complete by the end of 2014. The City should work to implement the recommendations of this report, as appropriate, upon publication.

**4E.3: Consider transit-supportive land-use policies for development near East Main Street and Myrtle Avenue.** As discussed, SWRPA recently prepared a study examining the potential for an intermodal transit facility at East Main Street and Myrtle Avenue, which could include a combination of rail station, bus station and pedestrian and bicycle facilities. Zoning that would allow higher-density development together with lower parking ratios in this area could encourage development and transit use as well as reduce traffic congestion in the vicinity of the Stamford train station.

**4E.4: Consider opportunities for mixed-use transit supportive redevelopment of underutilized office parks on High Ridge and Long Ridge Roads.** As contemplated in the *Downtown Streetcar Feasibility Study* prepared in 2010 and the recently completed *Long Ridge and High Ridge Corridor Study* (2013), a north-south transit corridor with relatively express and direct priority bus service along the Ridge Roads could provide a reasonable alternative to automobile travel along the corridors, easing traffic congestion. This, in turn, could create opportunities for mixed-use transit-supportive redevelopment of underutilized office parks along the corridor.

The redevelopment strategies in these two corridors need to take into consideration the fact that the Merritt Parkway operates at capacity during peak hours and that its capacity cannot easily be increased because it is listed on the National Register of Historic Places. Replacing office buildings with mixed-use developments may therefore be appropriate, since the addition of residential uses in this corridor would internalize some traffic that otherwise would use the Merritt Parkway, and some of the traffic generated by the mixed-use developments would be in the off-peak direction and would tend to peak prior to the morning office traffic peak and after the evening office peak.

The City has set forth the following goals for Downtown, the South End and the Stamford Transportation Center area. Policies and implementation strategies for achieving these goals are outlined below.

- Take advantage of the synergies between the Downtown and South End to maximize the potential of both neighborhoods
- Maintain and augment Downtown's standing as a regional center
- Encourage revitalization of existing residential neighborhoods in the South End
- Enhance the Stamford Transportation Center as a gateway to the City of Stamford
- Improve connectivity between Downtown, the South End, the Stamford Transportation Center and adjacent neighborhoods
- Promote quality urban design and enhance streetscapes
- Promote and enhance public waterfront access

### **Policy Recommendations**

#### **Policy 5A: Support Downtown as a Regional Center**

Downtown should remain the focal point for large-scale office and residential development as well as regional retail and cultural attractions. Office development outside of Downtown should be discouraged.

### **Implementation Strategies**

**5A.1: Concentrate regional office, retail and entertainment uses and high-density residential development in the Downtown. See Strategy 3B.1.**

**5A.2: Identify opportunities to relocate office uses that are currently situated in other neighborhoods to the Downtown.**

**5A.3: Encourage redevelopment of vacant Downtown office space for housing. See Strategy 3B.3.**

**5A.4: Explore the feasibility of the development of a convention center in Downtown Stamford near the Stamford Transportation Center. See Strategy 3A.3.**

**5A.5: Promote a regional arts and entertainment district Downtown.** The City should continue to work with the Downtown Special Services District and the Stamford Cultural Development Corporation to promote arts and entertainment Downtown. This collaborative effort should focus on 1) integrating arts into the physical landscape (murals, window displays, public art, etc.); 2) promoting more efficient use of existing arts and entertainment space; and 3) creating more affordable space for arts and entertainment.



## CHAPTER 9.0: IMPLEMENTATION

The chapters of this Master Plan outline numerous policies that will be used to guide land-use and economic development decision-making in Stamford over the course of the next 10 years. In reviewing development applications and responding to requests for Zoning Map changes, the City will use the Master Plan policies to determine the extent to which proposed projects will further Stamford's overall vision for its future.

This chapter provides recommendations for achieving Master Plan policies and describes regulatory controls, capital budget expenditures and lobbying efforts necessary for Stamford to achieve its vision for the future. It concludes with a matrix that outlines action items for achieving the policy recommendations provided in each chapter of the Plan.

### 9.1 REGULATORY CONTROLS

#### A. Zoning

Zoning is Stamford's primary tool for implementing its Master Plan. Zoning dictates allowed uses and controls density and the scale of buildings on a site. Subdivision and site plan regulations inform the layout of lots, buildings, new roadways and landscaping on a property. Together, these regulations are the City's most effective tools for guiding development and ensuring that it is consistent with Master Plan policies. According to City Charter, any proposed Zoning Code amendments or Zoning Map changes must be consistent with Master Plan policies and the Generalized Future Land Use Plan Map. Therefore, aligning zoning regulations with Plan policies is essential to achieving the vision outlined in this Master Plan. Key zoning recommendations that should be explored for implementation are as follows:

- 1) Consider updating zoning to allow for redevelopment of office parks for mixed-use development.
- 2) Explore the creation of zoning incentives to direct regional office and retail development Downtown. Such incentives could include reduced parking ratios.
- 3) Look at rezoning industrial properties in the South End from industrial (M-G) to medium-density multifamily (R-MF).
- 4) Investigate rezoning industrial properties along the Urban Transitway from industrial (M-L) to mixed-use.
- 5) Examine rezoning industrial properties in the northern portion of the South End from industrial (M-G) to mixed-use.
- 6) Look at adjusting zoning regulations to allow for increased building heights in coastal areas in areas where FEMA has raised flood zone levels.
- 7) Consider establishing a neighborhood revitalization-focused fee-in-lieu program for meeting affordable housing requirements of development and redevelopment.
- 8) Explore creating zoning incentives to encourage use of green and cool roofs.

#### 9.4 PRIORITY ITEMS FOR IMPLEMENTATION

Based on discussion and coordination with the City of Stamford Land Use Bureau, the following strategies represent the top priorities for 10-year implementation of the Master Plan:

1. Increase Economic Resiliency and Diversity
2. Implement the Transportation Strategies of this Master Plan
3. Support Downtown as a Regional Center
4. Maintain Character of Residential Neighborhoods
5. Develop a Historic Preservation Strategy
6. Follow up the Plan with a Downtown and South End Implementation Plan
7. Implement the Sustainability Recommendations of this 2015 Master Plan
8. Develop a Coastal Resiliency Plan
9. Create an Affordable Housing Management Strategy
10. Implement a Growth Management Strategy Looking at Potential Impacts on Schools, Infrastructure, Traffic and Municipal Services and Facilities.
11. Examine Re-use Issues of Office Space, Including the Impact of Changing Technology.
12. Coordinate Annual Reports to the Planning Board from Relevant City Department Heads on Progress Made Toward Master Plan Recommendations

#### 9.5 INDEX OF POLICIES AND STRATEGIES

Table 28, on the following page, provides a summary of strategies for implementing the policies of this Master Plan. The matrix is organized by plan chapter and includes a set of action items under each plan policy, with each item located in the body of the Plan for further reference. For each Citywide policy, the municipal entities who would be responsible for coordinating implemented are identified; for some policies, coordination with State or federal agencies or private-sector partners may also be needed.

In addition to Citywide policies and strategies, there are a number of suggested actions for Stamford's neighborhoods. Generally, they support preserving and protecting neighborhood character and quality-of-life; improving mobility and circulation; and preserving and enhancing parks, open space and the natural environment. Creation of mixed-use centers and corridors is recommended for some neighborhoods as appropriate. Neighborhood policies and strategies are found in the Index of Policies and Strategies, Section E.

# CITY OF STAMFORD

MAYOR  
DAVID MARTIN

DIRECTOR OF  
OPERATIONS  
ERNE ORGERA  
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Stamford, CT 06901

## INTEROFFICE MEMORANDUM

TO: PLANNING BOARD OFFICE

FROM: James Travers  Bureau Chief  
Frank W. Petise, P.E.  Traffic Engineer

DATE: February 6, 2018

RE: ZONING BOARD TEXT CHANGE REVIEW

Application #217-01

High Ridge Real Estate Owner LLC

Transportation Traffic and Parking has reviewed the proposed text change and demonstration plans provided by the applicant and we are in overall support of the proposed project. The proposed project will reduce the overall traffic impacts to the area compared with an occupied medical office space. TTP will review the project in more detail once a formal application is made for the project. We offer the following comments:

- Provide clarification on how the minimum of one (1) parking space per 300 square feet of gross floor was determined. A Parking Needs Study shall be performed including comparisons to similar businesses and other LifeTime Fitness locations.
- Tables 4 & 4A in the Site Traffic Modifications and Comparison Report by Frederick P. Clark Associates, Inc. dated January 30, 2018 note a 35% internal capture. The note refers to a decision by the Connecticut Department of Transportation, Bureau of Policy and Planning allowing a 35% credit for internal trip capture on the site. Provide the supporting documentation for this credit.
- Roadway and intersection improvements aimed at improving traffic mobility and reducing speeds for the following roads and intersections shall be coordinated with TTP:
  - Buxton Farm Road.
  - Turn of River Road.
  - Buxton Farm Road and Turn of River Road.
  - Turn of River Road at High Ridge Road.



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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			Saturday			Weekday			Saturday			Weekday			Saturday			Weekday			Saturday		
			Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday
1 – Assume Existing Office Building to be Occupied with Medical Land Use	83,888 S.F.	Enter	-158	-84	-174	--	--	--	--	--	--	--	--	--	-158	-84	-174	-42	-215	-131	-42	-215	-131	-42	-215	-131
		Exit	-42	-215	-131	--	--	--	--	--	--	--	--	--	-42	-215	-131	-200	-299	-305	-200	-299	-305	-200	-299	-305
		Total	-200	-299	-305	--	--	--	--	--	--	--	--	--	-200	-299	-305	-200	-299	-305	-200	-299	-305	-200	-299	-305
2 – Proposed Life Time Fitness Building	99,000 S.F.	Enter	70	199	124	25	70	0	25	70	0	0	0	0	45	129	124	0	0	0	45	129	124	0	0	0
		Exit	70	150	151	24	52	0	24	52	0	0	0	0	46	98	151	0	0	0	46	98	151	0	0	0
		Total	140	349	275	49	122	0	49	122	0	0	0	0	91	227	275	0	0	0	91	227	275	0	0	0
3 – Net Difference	15,112 S.F.	Enter	-88	115	-50	25	70	0	25	70	0	0	0	0	-113	45	-50	-113	45	-50	-113	45	-50	-113	45	-50
		Exit	28	-65	20	24	52	0	24	52	0	0	0	0	4	-117	20	4	-117	20	4	-117	20	4	-117	20
		Total	-60	50	-30	49	122	0	49	122	0	0	0	0	-109	-72	-30	-109	-72	-30	-109	-72	-30	-109	-72	-30

Source:

- 1) The Institute of Transportation Engineers (ITE), Trip Generation Manual 9<sup>th</sup> 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			Saturday			Weekday			Saturday			Weekday			Saturday			Weekday			Saturday		
			Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday	Morning	Afternoon	Midday
1 – Assume Existing Office Building to be Occupied with Medical Land Use	83,888 S.F.	Enter	-158	-84	-174	--	--	--	--	--	--	--	--	--	-158	-84	-174	-42	-215	-131	-42	-215	-131	-42	-215	-131
		Exit	-42	-215	-131	--	--	--	--	--	--	--	--	--	-42	-215	-131	-200	-299	-305	-200	-299	-305	-200	-299	-305
		Total	-200	-299	-305	--	--	--	--	--	--	--	--	--	-200	-299	-305	-200	-299	-305	-200	-299	-305	-200	-299	-305
2 – Proposed Life Time Fitness Building	99,000 S.F.	Enter	70	199	124	10	30	0	10	30	0	0	0	0	60	169	124	0	0	0	60	169	124	0	0	0
		Exit	70	150	151	10	22	0	10	22	0	0	0	0	60	128	151	0	0	0	60	128	151	0	0	0
		Total	140	349	275	20	52	0	20	52	0	0	0	0	120	297	275	0	0	0	120	297	275	0	0	0
3 – Net Difference	15,112 S.F.	Enter	-88	115	-50	10	30	0	10	30	0	0	0	0	-98	85	-50	-98	85	-50	-98	85	-50	-98	85	-50
		Exit	28	-65	20	10	22	0	10	22	0	0	0	0	18	-87	20	18	-87	20	18	-87	20	18	-87	20
		Total	-60	50	-30	20	52	0	20	52	0	0	0	0	-80	-2	-30	-80	-2	-30	-80	-2	-30	-80	-2	-30

## Special Exception 19.3 Standards

Those in opposition to the proposed Text Amendment have attempted to undermine the importance of the requirement that the Gymnasium or Physical Culture Establishment use only be permitted following Special Exception approval by the Zoning Board. Under the current C-D regulation, uses are only subject to Site Plan Approval and must be approved if the proposal conforms to the standards in the zone. If the proposed changes to the C-D regulation are adopted, the Zoning Board would be given discretion to approve, modify or deny an application for a Special Exception use based on the proposal's conformance to the standards and conditions below. This is a significant distinction that has long been recognized by Connecticut case law.

### 3.2 Standards and Conditions.

a. Special Exceptions shall be granted by the reviewing board only upon a **finding that the proposed use or structure or the proposed extension or alteration of an existing use or structure is in accord with the public convenience and welfare after taking into account, where appropriate:**

- (1) the location and nature of the proposed site including its size and configuration, the proposed size, scale and arrangement of structures, drives and parking areas and the proximity of existing dwellings and other structures.
- (2) the nature and intensity of the proposed use in relation to its site and the surrounding area. Operations in connection with special exception uses shall not be injurious to the neighborhood, shall be in harmony with the general purpose and intent of these Regulations, and shall not be more objectionable to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to the health, safety or peaceful enjoyment of property than the public necessity demands.
- (3) the resulting traffic patterns, the adequacy of existing streets to accommodate the traffic associated with the proposed use, the adequacy of proposed off-street parking and loading, and the extent to which proposed driveways may cause a safety hazard, or traffic nuisance.
- (4) the nature of the surrounding area and the extent to which the proposed use or feature might impair its present and future development.
- (5) the Master Plan of the City of Stamford and all statements of the purpose and intent of these regulations.

b. In granting a Special Exception the reviewing board **may attach reasonable conditions and safeguards as it deems necessary to protect the general health, safety, welfare and property values of the neighborhood.** Failure to comply with any such conditions shall

### Special Exception 19.3 Standards

constitute a violation of these Regulations. At the discretion of the reviewing board, conditions may include but are not limited to those issues previously listed as well as the following:

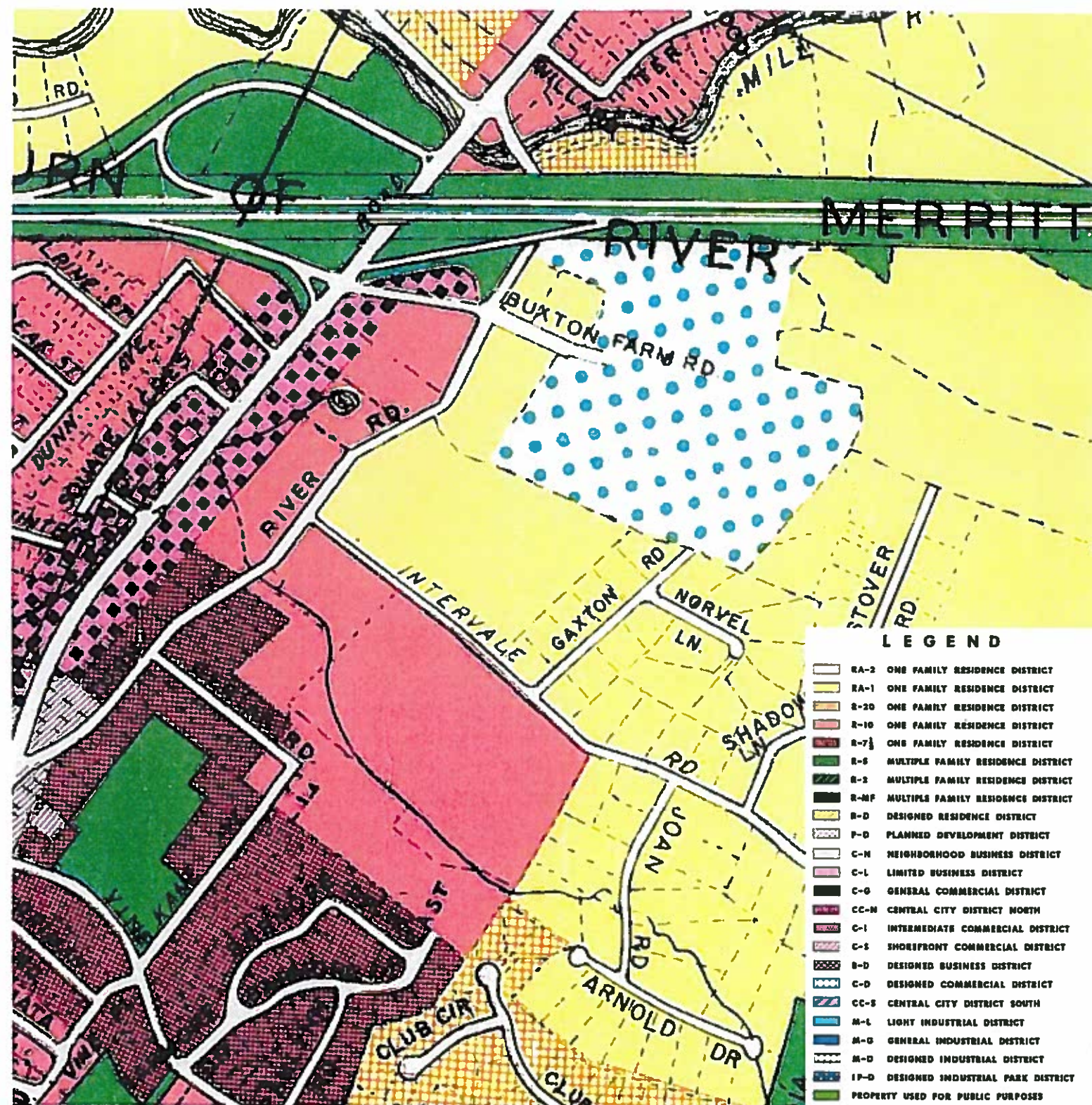
- (1) Require shading of artificial light sources so that no direct rays fall on other than the subject property and to reduce glare from such sources.
- (2) Require screening of structure and/or parking areas of the premises or from streets by walls, fences, planting or other devices, size, type and location to be specified by the reviewing board.
- (3) Limit hours of operation.
- (4) Require rearrangement and re-design of buildings, structures, parking areas or driveways to minimize any adverse impact on the neighborhood.
- (5) Require landscaping of such type, number and size as necessary for sedimentation and erosion control, screening or enhancement of the property.
- (6) Provide that no Certificate of Occupancy shall be granted until certification is made to and approved by the reviewing board that the project has been completed and is in compliance with all conditions of approval.

c. Granting of a special exception pursuant to the provisions hereof, shall be deemed to authorize only the particular use, structure or feature shown on the application therefore and proper modifications, if any, in the reviewing board's decision. Any change in the plans for, enlargement in the size of, or change in the location of any structure, parking area or planned activity, or any enlargement in the size and intensity of the operation thereafter, **shall require the further approval of the reviewing board.**

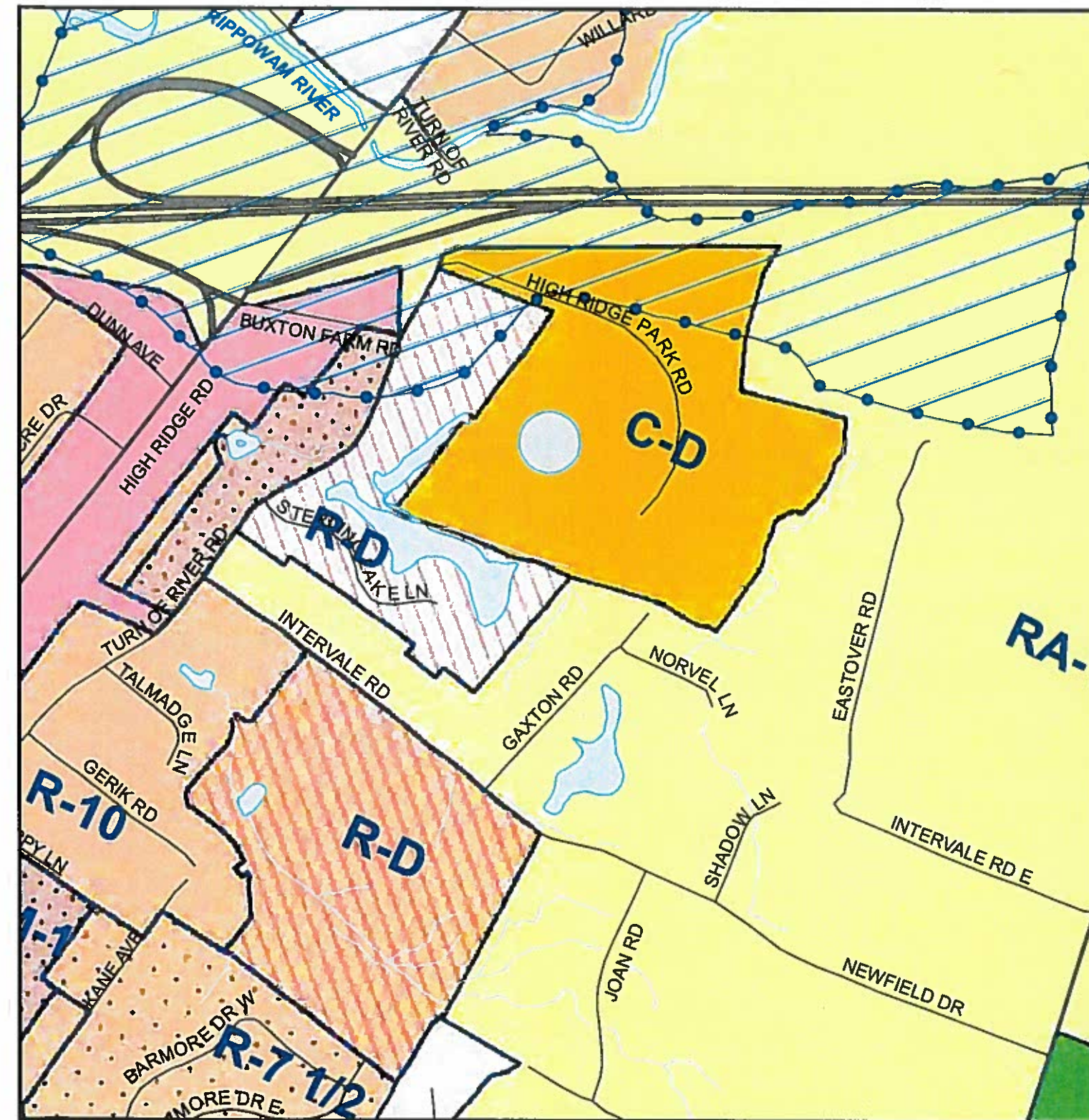
*Bold and underlined emphasis has been added by the Applicant to assist the Zoning Board.*



# 1982 Zone Map



# Current Zone Map



ZB PRESENTATION MATERIALS

APPL # 217-01

DATE SUBMITTED: 4-16-18

Carmody Torrence Sandak Hennersey

REDNIS  
& MEA



Received @ PH 4/16/18

## Use Comparison Chart

\*Members Only

	LIFE TIME*	ITALIAN CENTER	JCC
Outdoor Pool	X	X	
Fitness Equipment	X	X	X
Fitness Classes	X	X	X
Indoor Pool	X	X	X
Indoor Basketball Court	X	X	X
Camp	X	X	X
Food Service	X	X	X
Social Events	X	X	X
Sports Leagues	X	X	X
Babysitting	X	X	X
Spa/Medi-spa	X		
Outdoor Tennis/ Multisport Courts		X	X
Outdoor Playground		X	X
Outdoor Ball Field		X	X
Early Childhood Education		X	X
Outdoor Mini Golf		X	X
Adult Education Programming		X	X
Cultural Programming		X	X
Outdoor Zip Line & Ropes Course			X
Racquetball Court			X
Platform Tennis		X	
Outdoor Disc Golf		X	
Bocce		X	
Banquet Space		X	

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ZB PRESENTATION MATERIALS  
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