



**Parking Study: Coleman House
and Proposed New Senior
Community, Newton, MA**

November 7, 2019
Updated: December 5, 2019

Prepared for:

2Life Communities, Inc.
30 Wallingford Rd
Brighton, MA 02135

Prepared by:

Stantec Consulting, Inc.



1.1 Introduction

Stantec was retained by 2Life Communities to complete a parking study at the Jewish Community Center (JCC) campus on Winchester Street in Newton, Massachusetts in order to determine parking utilization by the existing Coleman House owned by 2Life Communities and to forecast future parking demands for a new 150-175 apartment senior living community that they are planning to build. As part of this analysis, Stantec analyzed parking utilization by the JCC since this property is adjacent to Coleman House. The forecasts are based on parking data collected at the existing Coleman House senior community on the JCC campus and other existing senior communities in Newton. The goal of this parking study is to identify the number of parking spaces that 2Life Communities will need to make available to adequately serve parking demands for Coleman House and the proposed new senior living community.

This parking study includes a description of Coleman House, a description of the proposed senior living community, a summary of the parking demand data and a summary of the parking forecast based on the comparable properties. The study also outlines a post-build monitoring program and a parking management program that would be implemented, if necessary.

Overall, the study finds that 184 parking spaces should be provided to support Coleman House and the proposed new 2Life community.

1.1.1 Project Description

The Coleman House is an existing 146-unit senior living community owned and operated by 2Life on the JCC Campus. The 146 units include 144 units for residents and two live-in staff units. The residential units are classified as affordable. The Coleman House is supported by 60 parking spaces reserved for residents in a dedicated surface lot shown as Lots 5A, 5B and 5C in the attached figure. JCC allows parking for up to nine Coleman staff and visitor vehicles in an adjacent JCC lot shown as Lot 4B.

Programs and services are presently available at the Coleman House to address the needs of residents, some of which may contribute to offsetting the need for transportation or provide alternative transportation options. These include:

- On-site education, arts, and entertainment programs;
- Free transportation van services for residents to access shopping, recreation, and cultural destinations;
- Assistance in accessing the MBTA's "The Ride" and City-operated para-transit service for medical visits;
- Assistance accessing ride-hailing services such as Uber and Lyft;
- Assistance in accessing delivery services for food, medicine, and retail items;
- On-site medical appointments with nurses, physical therapists and podiatrists; and,
- Access to the JCC for entertainment events, classes, pools, and a full-service gym.

These programs, operations, maintenance, administration, and live-in staff are administered by seven staff at the Coleman House.

2Life is proposing the development of a new senior housing community on the JCC campus. The new community will include 150 to 175 dwelling units. Approximately 95 percent of the units will be market rate and the remaining five percent will be affordable units. The project includes the construction of a parking



garage. An existing gravel JCC lot that can accommodate an estimated 65 vehicles will be displaced by the new construction. This is labeled as Lot 6 in the attached figure.

Coleman House and the proposed senior living building will be physically and operationally connected. Future residents at the proposed senior living building will have access to all of the programs available at Coleman House. The provision of these programs and services will minimize future resident parking demands at the subject site. Approximately 12 staff members will be added at the new facility.

1.1.2 Parking Demand Data

Parking data were collected in October 2019 to analyze existing parking utilization at Coleman House and one non-2Life senior community in Newton. The collected data were used to both quantify the parking demand at Coleman House and to provide comparable property parking data to inform forecasts of parking demands for the proposed project. The scope of these parking surveys including the field survey days, times and choice of a non-2Life comparable facility were reviewed with JCC and JCC's parking consultant in advance of the fieldwork. Counts were taken on typical weekdays at approximately 8 AM, 9 AM, 10 AM, 11 AM, 1 PM, 4 PM, and 5 PM. Surveys were conducted for two days at the JCC campus and Coleman House and one day at the non-2Life facility.

The 100-unit Cabot Park Village on Newtonville Road in Newtonville was selected as the non-2Life comparable facility. Cabot Park Village has 105 spaces on site. Of these, 84 are available to residents free of charge and 21 spaces are reserved for use by faculty and staff at the nearby Cabot Elementary School. In choosing this site it was recognized that is not an exact comparable to the proposed project. Relevant distinctions between Cabot Park Village and the proposed project are as follows.

- Cabot Park is a market-rate facility and consequently may draw higher-income residents who are more likely to own cars. The proposed facility will be targeted to moderate-income residents who may be less likely to own cars.
- Cabot Park offers services and amenities, such as prepared meals, that will not be available at the proposed facility. The staff needed to provide meal service generates parking demands that are not anticipated at the proposed facility.

In consideration of the above, it was recognized that Cabot Park Village may experience higher parking demands per dwelling unit than either the proposed facility or Coleman House.

In addition to conducting the parking surveys agreed upon in advance with the JCC, additional new parking data were collected, and data were compiled from previous studies for other existing senior communities in Newton. The intent was to provide a broad range of data for consideration in developing parking forecasts for the proposed project.



Coleman House Peak Utilization

The new (October 2019) data collected at Coleman House are attached and summarized in Table 1. The peak demands for the Coleman House include 61 vehicles parked at 9 AM on the first survey day and 69 vehicles parked at 9 AM and 10 AM on the second survey day. These counts include vehicles parked in the dedicated Coleman House lot, (parking areas 5A, 5B, and 5C referenced above) and one-half of the vehicles observed parked in area 4B. (As noted above, up to nine vehicles associated with Coleman House are allowed to park in this area however, there are no reserved or marked spaces for these vehicles. Assuming that one-half of the vehicles parked in the 29 spaces identified as area 4B represents a conservative or high estimate of parking demands for Coleman House). The parking counts include resident, visitor and staff vehicles. The morning peak times coincide with peak arrival times for home care workers assisting residents. The peak vehicle counts indicate parking demand ratios of 0.42 and 0.47 vehicles per dwelling unit at Coleman House. These numbers are supported by a parking study Stantec completed at Coleman House on September 6, 2016, that shows a peak utilization of 61 spaces for a parking demand ratio of 0.42 per dwelling unit as shown in Table 2.

Table 1 Requested Senior Community Parking Data

		Vehicles Parked						
Date/Site	# of spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM
Thursday, October 10, 2019								
Coleman House	69	59	61	58	54	46	51	53
JCC Lots	409	222	279	309	281	219	222	189
Combined Total	478	280	339	366	334	264	272	242
Thursday, October 17, 2019								
Coleman House	69	62	69	69	63	53	54	53
JCC Campus	409	263	326	323	271	220	250	206
Combined Total	478	325	394	391	334	273	303	258
Thursday, October 24, 2019								
Cabot Park Village*	84	45	60	57	59	60	53	56

Note: Green shading denotes peak occupancy.

*These numbers are net of the 21 reserved spaces for the Cabot Elementary School

Cabot Park Village Peak Utilization

Hourly parking demands for Cabot Park Village are also shown in Table 1. As shown, parking demands at Cabot Park Village were lowest at the very beginning of the survey period with 45 vehicles parked at 8 AM. The demand peaked at 9 AM with 60 vehicles parked and remained high throughout the midday period. The demand also reached 60 vehicles at 1 PM. This pattern is dissimilar to the pattern observed at Coleman House and may be indicative of higher per unit staffing levels. These figures indicate a peak parking demand ratio of 0.60 vehicles per dwelling unit at Cabot Park Village.



JCC Campus Lots Utilization

The JCC lots were counted at the same time that counts were conducted for Coleman House. For the JCC lots, the busiest time over the two survey days occurred on October 17, 2019, at 9 AM. At this time, approximately 326 vehicles were parked in JCC lots. The total JCC parking supply is 409 spaces including the gravel lot south of Coleman House. It is assumed that this lot can accommodate 65 vehicles. The peak utilization rate observed for the 409 JCC spaces was 80 percent with 83 vacant spaces available at peak time. The compiled data from the field surveys is attached.



1.1.3 Supplemental Parking Data

As noted above, Stantec was able to conduct some additional field surveys for this study and recall additional data from earlier studies of senior communities in Newton. The supplemental data includes the 2016 survey data for Coleman House cited above and included in Table 2. Data from other properties is described below. The properties are located on a map of Newton (attached). Aerial images of each site are also attached.

Table 2 Additional Senior Community Parking Data

Property	Day/Date	# of Spaces	Vehicles Parked							Peak Demand (Vehicles)
			8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM	
Coleman House (146 units)										
	Tuesday, 9/6/16	69			61			54		0.42
Golda Meir House (199 units)										
	Thursday, 10/10/19	84		75						0.38
Golda Meir House (159 units)										
	Thursday, 2/15/18	84		72						0.45
	Tuesday, 2/22/19	84					61			0.38
	Monday, 3/5/18	84		67						0.42
	Tuesday, 7/31/18	84						46		0.29
John Weeks House (75 units)										
	Thursday, 10/10/19	59			39					0.52
	Thursday, 10/24/19	59		31	29	28	31	28	30	0.41

Note: Green shading denotes peak occupancy.



Golda Meir House Peak Utilization

There are a series of counts taken at another 2Life property, the 199-unit Golda Meir House on Washington Street in Newton. The Golda Meir House includes 23 market-rate units (12 percent) and the remaining 176 units are affordable units. Golda Meir House offers programs and transportation services similar to those offered at Coleman House. Prepared lunches are also available to residents at the Golda Meir House. Parking counts were done at Golda Meir House during and after a major renovation of the property such that the number of available dwelling units increased from the first surveys to the latest survey. A spot count was also taken in October 2019 while conducting fieldwork for this study. As shown, counts were taken on five different days. The highest parking demand ratio reported for this property was 0.45 vehicles per dwelling unit on February 15, 2019, at 9 AM.

John Weeks House Peak Utilization

The 75-unit John W. Weeks House on Hereward Road in Newton Centre was considered for the “official” non-2Life comparable facility site. Ultimately, Cabot Park Village was selected after review with JCC’s parking consultant. However, the Weeks House is located a short distance from Cabot Park Village and consequently, Stantec’s field staff were able to travel between the two sites during the survey and collect data at both sites. A spot count was also taken at the Weeks House when scoping out the site as a possible comparable facility. The Weeks House is a mixed-income community for seniors with eight three-bedroom units for low-income families. Reserved parking costs \$25 per month. As shown in Table 2, the peak demand observed at this site was 39 vehicles at 9 AM on October 10, 2019, indicating a peak parking ratio of 0.52 vehicles per unit.



Parking Data Summary

Table 3 provides a summary of the collected parking data showing just the highest demand ratio observed at each site. The demand ratios in Table 3 range from a low of 0.45 vehicles per dwelling unit at Coleman House to a high of 0.60 vehicles per dwelling unit at Cabot Park Village. The lowest rates are reported at the two 2Life communities. The high rate at Cabot Park Village may be attributable to the conditions cited above: high-income residents and full meal services. The average of the four peak rates observed is 0.51 vehicles per unit which is approximately ten percent higher than the average of the peak rates observed at the two 2Life facilities.

Table 3 Peak Parking Demand Ratios

Property	Dwelling Units	Day/Date	Peak Time	Vehicles Parked	Parking Ratio (Vehicles/Unit)
Golda Meir House*	159	Thursday, 2/15/18	9:00 AM	72	0.45
John Weeks House	75	Thursday, 10/10/19	10:00 AM	39	0.52
Coleman House	146	Thursday, 10/17/19	9:00 AM	69	0.47
Cabot Park Village	100	Thursday, 10/24/19	1:00 PM	60	0.60
Average					0.51

*Reduced unit count due to vacancies for renovation



Nighttime Parking Data

For residential land uses parking demands typically peak at night when most residents have returned home from their daytime activities. This is not the case for the senior communities monitored in Newton. For the senior living communities studied, parking demands peak during the day when staff and visitors, including home care workers, are on site. A late evening parked vehicle count was taken at the four sites between 11 PM and 12 AM on Thursday, October 31, 2019. The collected data are compared to the daytime peak counts in Table 4. As shown, in all cases the daytime peak parking demands are higher than the observed nighttime demands.

Table 4 Nighttime Parking Demands

Property	Dwelling Units	Daytime Peak Time	Vehicles Parked		Parking Ratio (Vehicles/Unit)
			Daytime Peak	Nighttime	
Golda Meir House	199	9:00 AM	72	62	0.31
John Weeks House	75	10:00 AM	39	32	0.43
Coleman House	146	9:00 AM	69	60	0.41
Cabot Park Village	100	1:00 PM	60	45	0.45

Note: Nighttime observations taken between 11 PM and 12 AM on Thursday, October 31, 2019.



1.1.4 Parking Demand Forecasts

Parking demand forecasts for the proposed facility were determined by considering the above data. The most conservative approach would be to apply the parking rate observed at Cabot Park Village to the proposed facility. However, Cabot Park Village appears to be an outlier. The parking rate measured here is 25 percent higher than the average rate at the other three facilities. (Again, reasons for this high rate are cited above.) Consequently, an alternative, yet still conservative approach was taken. The average rate for the four facilities was assumed as a base rate then this rate was inflated by a factor of ten percent. The adjusted rate, $(0.51 \times 1.1 = 0.56)$, is 0.56. This rate is 22 percent higher than the average rate at the existing 2Life facilities. The adjusted rate applied to a 175-unit facility indicates a future, peak parking demand of 98 vehicles for the proposed facility. The existing peak demand at the Coleman House is 69 vehicles. Combined, the existing Coleman House (69 vehicles) and proposed new 2Life community (98 vehicles) will create a peak parking demand of up to 167 vehicles.

Parking facilities are typically sized to accommodate parking demands slightly greater than the projected typical peak parking demand. This makes it easier for drivers to locate an empty parking space under all conditions and provides excess capacity to accommodate unusual peaks in demand. This reserve capacity should be five to ten percent of the typical peak parking demand. A ten percent reserve is recommended for the 2Life communities, again taking a conservative approach, indicating that 184 spaces should be provided for the two communities assuming that 175 dwelling units are provided in the new facility.

1.1.5 Monitoring

Parking demands at the site will be monitored following project completion to assess the adequacy of the dedicated parking supply. Within two months of the facility reaching 90 percent occupancy, parking utilization surveys will be conducted on two typical weekdays. The survey hours will be the same as those monitored in the October 2019 studies described above. Vehicle count data will be compared to the parking supply. Also, a peak parking demand ratio for the site based on the number of occupied dwelling units will be calculated and compared to the parking ratio used above to forecast future demand. Results will be reported to the JCC. This monitoring program and reporting of findings will be repeated one year following the initial survey at 90% occupancy.



1.1.6 Parking Management

2Life will actively manage parking for both Coleman House and the proposed new community, as necessary, to ensure that 2Life parking demands do not spill over into JCC lots. 2Life has a variety of tools that they can deploy to manage the demand, if necessary. Most powerful is control over the issuance of resident parking permits. If necessary, 2Life can require permit renewals at regular intervals and adjust the number of permits available to residents. In all cases, existing Coleman House residents and residents of the future community, at leasing and upon move-in, will receive onboarding counseling for alternative transportation modes.

1.1.7 Remediation Agreement

2Life is obligated to accommodate its site generated parking demands within spaces it will control on the site. 2Life parking is not allowed in JCC lots unless specifically approved by JCC. Consequently, should the monitoring program indicate that the 2Life parking demand exceeds the 2Life parking supply, 2Life will take steps to remediate the situation. Potential actions may include, but will not be limited to, more aggressive application of the parking management measures described above. More aggressive programs may include increasing alternative transportation options, such as the frequency of 2Life van services or dedicating increased staff time to assisting residents with rideshare coordination. New approaches may also be considered, if necessary, such as allocating a certain number of spaces to dedicated vehicle sharing options such as ZipCar. Following the implementation of the remediation actions, the monitoring program described above shall be repeated to determine if the actions taken reduced the parking demand to less than the available capacity. If not, further actions will be taken and the monitoring program repeated, until two successive monitoring surveys demonstrate that the parking supply is adequate.

The findings of this parking investigation were reviewed with JCC representatives at a meeting on November 21, 2019. Agreements reached between JCC and 2Life regarding parking supply and parking management are documented in the attached exhibit.

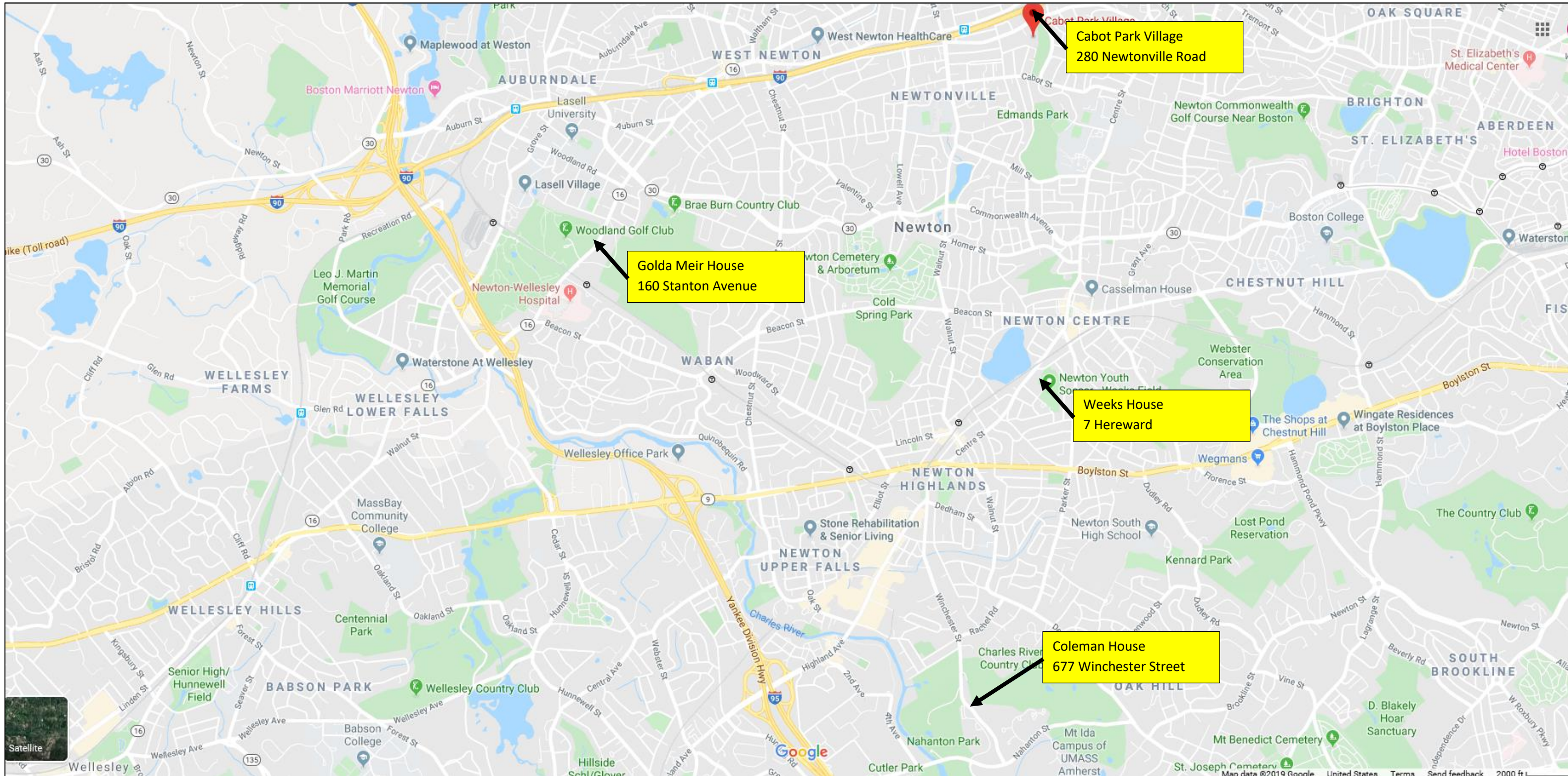


Attachment A: Locus Map and Aerial Images of Survey Sites



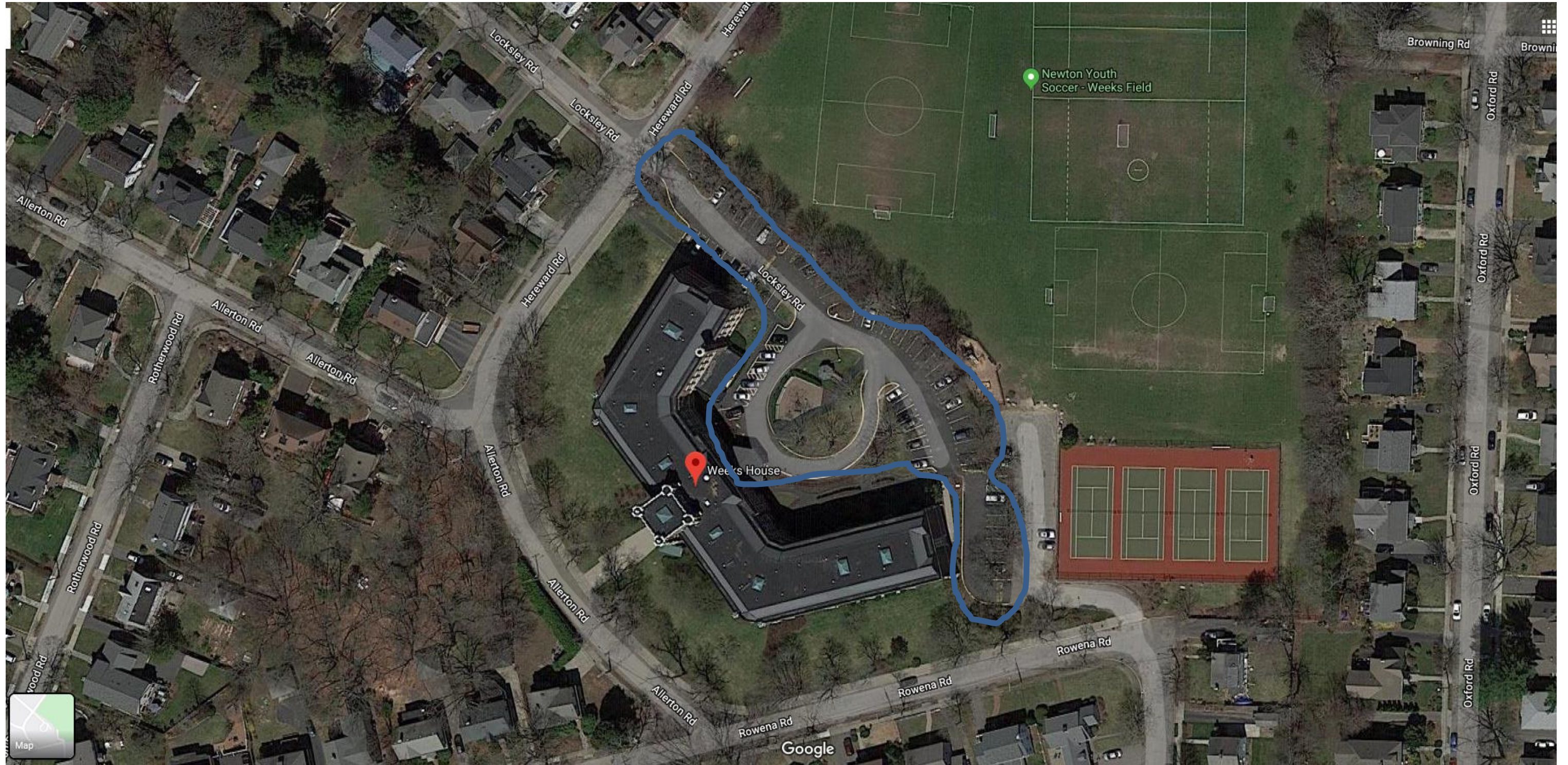
Senior Living Parking Survey Sites in Newton, MA

Locus Map



Senior Living Parking Survey Sites in Newton, MA

Weeks House



Senior Living Parking Survey Sites in Newton, MA

Coleman House



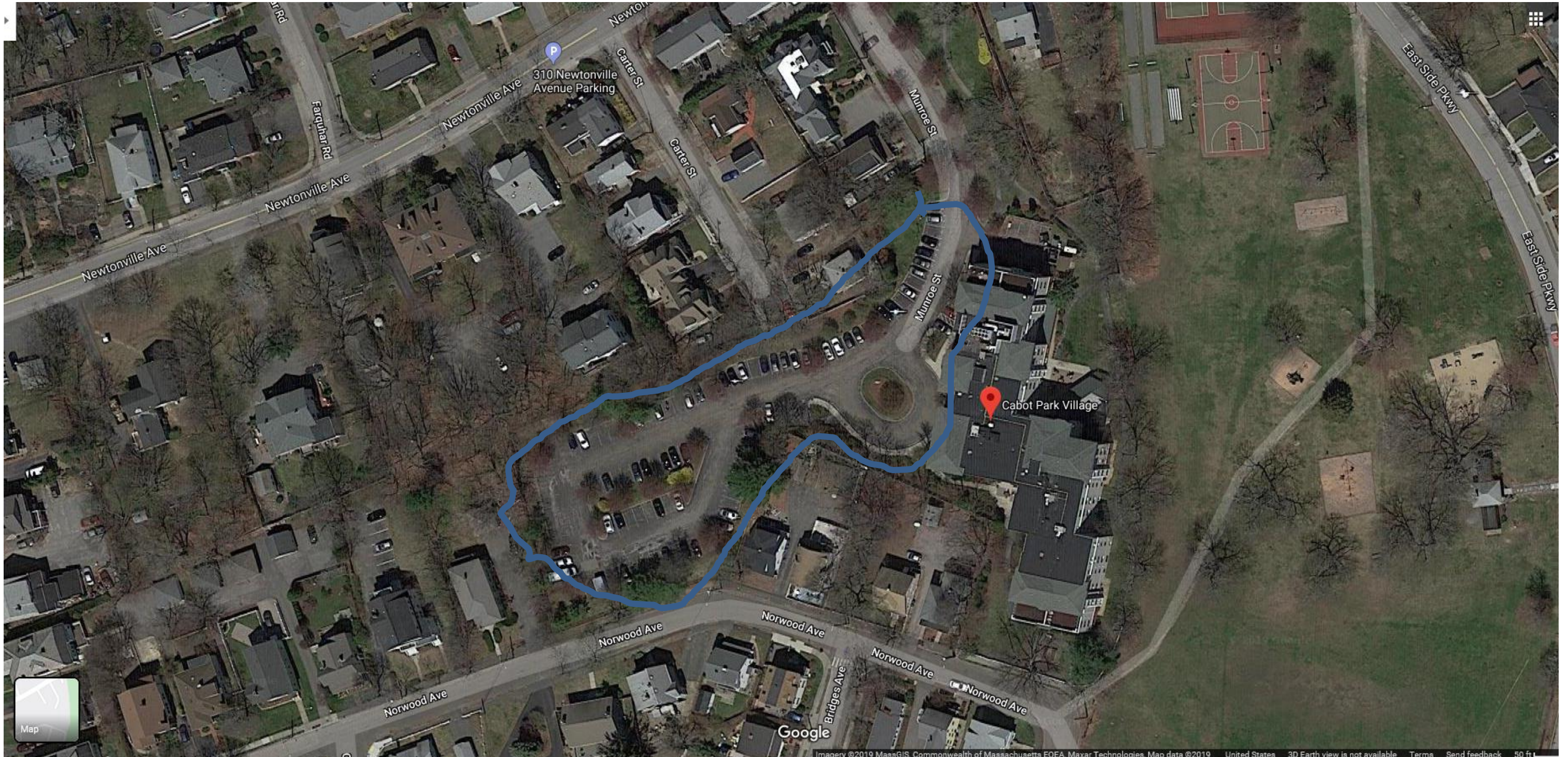
Senior Living Parking Survey Sites in Newton, MA

Golda Meir House



Senior Living Parking Survey Sites in Newton, MA

Cabot Park Village



Attachment B; Parking Data for Non-2Life Properties



Weather Sunny
 Date 10/24/2019

Description	Space Type	# of spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM
Cabbot Park village	Reserved	41	17	26	27	28	23	25	27
	Handicapped	5	5	4	4	4	5	4	5
	Other	38	23	30	26	27	32	24	24
	Total	84	45	60	57	59	60	53	56
Cabot Elementary School	Permit Parking at CPV	21	10	12	12	13	15	7	4
Weeks House	Resident	38	N/A	18	16	13	14	15	20
	Handicapped	6	N/A	4	4	5	5	4	3
	Visitor	14	N/A	9	9	10	11	9	7
	Visitor HC	1	N/A	0	0	0	1	0	0
	Total	59	N/A	31	29	28	31	28	30



Lot 1

Lot 2

Lot 3

Lot 4A

Jewish Big Brothers Big Sisters

JCC Greater Boston | Leventhal-Sidman JCC

Jewish Comm Centers - Theatre

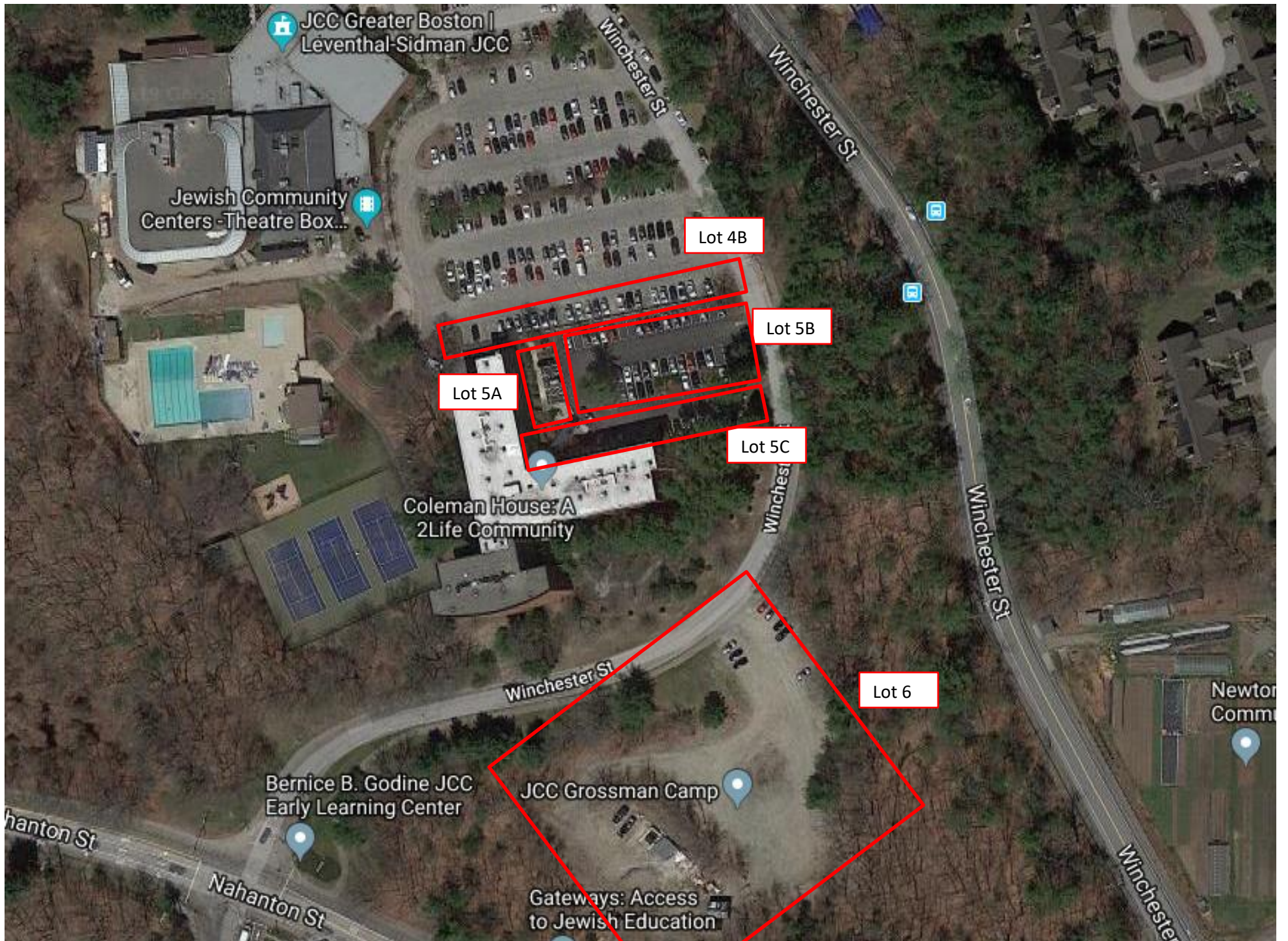
Winchester St

Winchester St

Winchester St

Winchester St

Winchester St



JCC Greater Boston |
Leventhal-Sidman JCC

Jewish Community
Centers - Theatre Box...

Lot 4B

Lot 5B

Lot 5A

Lot 5C

Coleman House: A
2Life Community

Lot 6

Bernice B. Godine JCC
Early Learning Center

JCC Grossman Camp

Gateways: Access
to Jewish Education

Newton
Comm

Attachment C: JCC Campus Parking Data



JCC Campus Parking Survey, Thursday, October 10, 2019

Description	Lot #	Space Type	# of spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM
North Lot	1	HC								
		Visitor								
		Unrestricted	79	20	28	55	45	40	24	19
		Other								
		Subtotal	79	20	28	55	45	40	24	19
Along Roadway	2	HC								
		Visitor								
		Unrestricted	39	39	38	36	39	34	33	30
		Other								
		Subtotal	39	39	38	36	39	34	33	30
JCC Small Lot	3	HC	14	9	11	13	9	7	7	7
		Visitor								
		Unrestricted								
Reserved Pre-school 7:30am - 9:30am (M-F)		Other	8	7	8	8	8	4	8	7
		Subtotal	22	16	19	21	17	11	15	14
JCC Large Lot - North	4A	HC	1	0	0	1	1	0	0	0
		Visitor								
		Unrestricted	157	113	157	150	133	103	116	94
		Other	14	14	9	14	12	4	14	13
		Subtotal	172	127	166	165	146	107	130	107
JCC Large Lot - South Edge	4B	HC								
		Visitor								
		Unrestricted	29	19	29	29	21	21	17	20
Pre-School (10 min limit) 7:30am - 6:30pm (M-F)		Other								
		Subtotal	29	19	29	29	21	21	17	20
Coleman House - West	5A	HC	3	3	3	2	3	3	3	3
		Visitor								
		Unrestricted								
		Other	1	1	1	1	1	1	1	1
		Subtotal	4	4	4	3	4	4	4	4
Coleman House - Main	5B	HC								
		Visitor								
		Unrestricted								
		Other	41	31	29	27	28	20	26	27
		Subtotal	41	31	29	27	28	20	26	27
Coleman House - South	5C	HC	5	5	5	5	5	4	5	5
		Visitor								
		Unrestricted	10	9	8	8	6	7	7	7
		Other								
		Subtotal	15	14	13	13	11	11	12	12
Gravel Lot	6	HC								
		Visitor								
		Unrestricted	65	5	8	12	11	6	3	2
		Other								
		Subtotal	65	5	8	12	11	6	3	2
Loading Dock	7	Unrestricted	5				5	4	4	4
FireLane	8	Unrestricted	2				2	1	1	0
Employee	9	Unrestricted	5	5	5	5	5	5	3	3
		Subtotal	12	5	5	5	12	10	8	7
ENTIRE CAMPUS		TOTAL	478	280	339	366	334	264	272	242
Coleman House		HC	8	8	8	7	8	7	8	8
		Visitor	0	0	0	0	0	0	0	0
		Unrestricted	10	9	8	8	6	7	7	7
		Other	42	32	30	28	29	21	27	28
		JCC Lot #4B*	9	10	15	15	11	11	9	10
		Subtotal	69	59	61	58	54	46	51	53
JCC ONLY			409	222	279	309	281	219	222	189

Description	Lot #	Space Type	# of spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM
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*One half of the vehicles parked in Lot #4B are assumed to be associated with Coleman House.

JCC Campus Parking Survey, Thursday, October 17, 2019

Description	Lot #	Space Type	# of spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	4:00 PM	5:00 PM
North Lot	1	HC								
		Visitor								
		Unrestricted	79	32	54	66	53	47	30	20
		Other								
		Subtotal	79	32	54	66	53	47	30	20
Along Roadway	2	HC								
		Visitor								
		Unrestricted	39	39	39	39	33	32	36	36
		Other								
		Subtotal	39	39	39	39	33	32	36	36
JCC Small Lot	3	HC	14	9	12	13	10	6	2	3
		Visitor								
		Unrestricted								
Reserved Pre-school 7:30am - 9:30am (M-F)		Other	8	8	8	7	8	7	8	8
		Subtotal	22	17	20	20	18	13	10	11
JCC Large Lot - North	4A	HC	1	1	1	0	0	0		
		Visitor								
		Unrestricted	157	127	157	148	122	93	133	104
		Other	14	12	14	12	9	7	14	14
		Subtotal	172	140	172	160	131	100	147	118
JCC Large Lot - South Edge	4B	HC								
		Visitor								
		Unrestricted	29	26	29	29	26	22	19	13
Pre-School (10 min limit) 7:30am - 6:30pm (M-F)		Other								
		Subtotal	29	26	29	29	26	22	19	13
Coleman House - West	5A	HC	3	3	3	3	3	3	3	3
		Visitor								
		Unrestricted								
		Other	1	1	1	1	1	1	1	1
		Subtotal	4	4	4	4	4	4	4	4
Cloeman House - Main	5B	HC								
		Visitor								
		Unrestricted								
		Other	41	32	35	37	32	31	30	31
		Subtotal	41	32	35	37	32	31	30	31
Coleman House - South	5C	HC	5	4	5	4	5	2	5	5
		Visitor								
		Unrestricted	10	9	10	9	9	5	5	6
		Other								
		Subtotal	15	13	15	13	14	7	10	11
Gravel Lot	6	HC								
		Visitor								
		Unrestricted	65	10	13	11	10	7	4	2
		Other								
		Subtotal	65	10	13	11	10	7	4	2
Loading Dock	7	Unrestricted	5	7	7	7	7	5	7	6
FireLane	8	Unrestricted	2	0	1	0	1	0	1	1
Employee	9	Unrestricted	5	5	5	5	5	5	5	5
		Subtotal	12	12	13	12	13	10	13	12
ENTIRE CAMPUS		TOTAL	478	325	394	391	334	273	303	258
Coleman House		HC	8	7	8	7	8	5	8	8
		Visitor	0	0	0	0	0	0	0	0
		Unrestricted	10	9	10	9	9	5	5	6
		Other	42	33	36	38	33	32	31	32
		JCC Lot #4B*	9	13	15	15	13	11	10	7
		Subtotal	69	62	69	69	63	53	54	53
JCC ONLY			409	263	326	323	271	220	250	206

Description	Lot #	Space Type	# of spaces	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	1:00:00 PM	4:00:00 PM	5:00:00 PM
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*One half of the vehicles parked in Lot #4B are assumed to be associated with Coleman House.

Attachment D: Exhibit to the Purchase and Sale Agreement



**Exhibit to the Purchase and Sale Agreement
Required Parking and Mitigation for 2Life Communities
Approved conditions from meeting on 11-21-2019**

Meeting Attendees:

Mark Sokoll (JCC), Kait Rogers (JCC), Amy Schectman (2Life), Rhonda Spector (2Life), Elise Selinger (2Life), Rick Bryant (Stantec on behalf of 2Life), Matt Kealey (VHB on behalf of JCC).

1. Number of parking spaces:

- | | |
|----------------------------|------------|
| • JCC replacement spaces | 65 |
| • 2Life Communities spaces | <u>191</u> |
| • Total spaces | <u>256</u> |

JCC spaces on 2Life property will be clearly marked and will be a combination of surface spaces and spaces in the to-be-constructed 2Life garage. The location of all 65 replacement spaces will be determined in conjunction with the JCC during the design process. The replacement spaces will be contiguous or in two contiguous groupings. The foregoing will be subject to approval, to the extent required, by the City of Newton.

2. Mitigation to be provided by 2Life Communities

- 2Life Communities will provide signage at 2Life lots and for all spaces intended for 2Life staff, residents and guests.
- 2Life will design and install entry road signage directing visitors to parking allowed for their particular use
- 2Life staff will provide parking information and alternative transportation information to prospective (and current) residents and conduct an ongoing educational program for 2Life residents, visitors and care takers on where they are allowed to park
- 2Life staff will monitor adjacent lots for those affiliated with 2Life Communities who may be parking in an unauthorized location and take responsibility for ending the unauthorized parking. Actions by 2Life may include ticketing, stickers and monetary penalties. Towing will be an option but will be a last resort.

3. Additional mitigation if parking is inadequate for 2Life Communities

- Iterative discussions with JCC staff during initial marketing of the community to confirm adequacy of parking for new residents
- Financial incentives to discourage parking
- Valet or tandem parking, if needed
- Zip cars, if needed

- Continued engagement with Stantec to manage parking, including future monitoring studies (in addition to the two surveys taken at 90% initial occupancy), should these mitigation options be insufficient.