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# 179-21 & #201-21

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Barney S. Heath  
Director

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## PUBLIC HEARING/WORKING SESSION MEMORANDUM

**DATE:** September 10, 2021  
**MEETING DATE:** September 13, 2021  
**TO:** Land Use Committee of the City Council  
**FROM:** Barney S. Heath, Director of Planning and Development  
Neil Cronin, Chief Planner for Current Planning  
Michael Gleba, Senior Planner  
**CC:** Petitioner

In response to questions raised at the City Council public hearing, the Planning Department is providing the following information for the upcoming public hearing/working session. This information is supplemental to staff analysis previously provided at the Land Use Committee public hearing.

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### **PETITIONS # 179-21 & #201-21**

### **333 Nahanton Street and 677 Winchester St.**

**Petition #179-21** for SPECIAL PERMIT/SITE PLAN APPROVAL to create a 6-acre development using land from 333 Nahanton Street to construct a 174-unit congregate living facility with amenity space, connected to the Coleman House via an enclosed walkway, on a new 218,583 subdivided portion of the lot, to determine density and dimensional controls, to allow assigned parking, to allow parking in the side setback, to allow parking within five feet of a building containing dwelling units, to allow reduced parking stall width and depth, to allow reduced accessible stalls, to allow reduced aisle width, to waive perimeter landscaping requirements, to waive lighting requirements for outdoor parking and to allow three years to exercise the special permit at **333 Nahanton Street and 677 Winchester Street**, Ward 8, Newton Centre, on land known as Section 83 Block 35 Lots 04 and 04B, containing approximately 1,225,207 sq. ft. of land in a district zoned SINGLE RESIDENCE 1. Ref: 7.3.3, 7.4, 7.3.2.E, 3.4.1, 3.3.3.A.3, 3.1.2.A.3, 5.1.3.E, 5.1.8.A.1, 5.1.8.A.2, 5.1.8.B.1, 5.1.8.B.2, 5.1.8.B.4, 5.1.8.C.1, 5.1.9.A.1.i, 5.1.10.A.1 of the City of Newton Rev Zoning Ord, 2017.

**Petition #201-21** for SPECIAL PERMIT/SITE PLAN APPROVAL to amend special permit Council Orders #175-18, #147-79, #147-79(2), #292-93 to permit the sale of approximately 218,583 sq. ft. to 2Life Holdings to allow the construction of a congregate living facility, and to allow three years to exercise this amendment at **333 Nahanton Street**

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The Land Use Committee (the “Committee”) held a public hearing on June 29, 2021 on this petition. This memo reflects additional information addressed to the Planning Department as of September 9, 2021.

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## **BACKGROUND**

The subject site at 333 Nahanton Street and 677 Winchester Street consists of two parcels in a Single Residence 1 zoning district (totaling 1,225,207 square feet) that are currently the site of the Leventhal Sideman Jewish Community Center (JCC) and Coleman House, a 5-story building containing 146 units of affordable elderly housing and associated accessory parking areas. The JCC was first constructed by Special Permit #147-79 in the 1980s and has been amended several times due to program changes and an expansion. Coleman House was also constructed in the 1980s and was approved as a Comprehensive Permit by the ZBA, #3-83. An eight-story addition was approved by ZBA decision #17-96 and added 46 to the original 100 units for a total of 146 units.

As proposed, 2Life Communities (petitioner) will acquire 218,583 square feet of land from the JCC site at 333 Nahanton Street and 36,955 square feet of land from Coleman House at 677 Winchester to create a 255,538 square-foot parcel for the development of a seven-story, 174-unit congregate living facility for adults aged 62 and older. 2Life also proposes to construct a two-story building to connect the project to Coleman House. This building would serve both buildings. Proposed outdoor spaces include areas for dining, a patio, walking paths, a courtyard with senior-specific fitness equipment, gardening and seating areas.

## **UPDATES**

### **Peer Reviews**

The City’s two peer reviewers for this petition submitted memoranda and a letter addressing several aspects of the proposed development. These, and the petitioner’s responses, are attached. Descriptions of these documents follow:

#### ***Site Design, Building Massing, and Sustainability Peer Review:***

Horsley Witten submitted a memorandum dated September 3, 2021 (**Attachment A**) on issues related to the project’s site design, building massing, shadows, and sustainability. As detailed in the memo, HW has several comments and recommendations.

General comments include that the proposed siting of the building and roadway is logical and preserves the existing sloped and vegetated 80-foot buffer to Nahanton and Winchester streets. It also notes that as presented project generated shadows would be limited to the project site and would not impact the nearby Newton community Farm property.

Horsley Witten recommend that the petitioner provide some additional information, including more detail regarding tree mitigation and replacement; some additional design specifics such as that of the “gathering space” proposed for the entry court and other spaces such as internal roof deck and space to the rear of the “connector” building with Coleman House; and detail regarding the design, use, and connectivity of paths proposed for the property.

Regarding the project's sustainability aspects, Horsley Witten recommends that the petitioner confirm that solar panels will be included in the design and so-called "green roof approaches should be maximized."

The petitioner should address the above in advance of or at the upcoming public hearing. Horsley Witten will be available at the hearing to discuss its findings and the petitioner's responses.

***Civil Engineering & Stormwater Peer Review:***

Horsley Witten submitted a separate memorandum dated August 26, 2021 (**Attachment B**) on issues related to stormwater and civil engineering issues based upon the petitioner's submitted proposed plans and Stormwater Management Memo. The Petitioner submitted a response via a letter dated September 7, 2021 (**Attachment C**).

Among the issues addressed by Horsley Witten and the petitioner's response are those related to the location and impacts of some outflow pipes, the need for an erosion control plan and the possibility of including rainwater harvesting and raingardens onsite. Also of note is a statement by the petitioner that the Newton Fire Department has reviewed and approved the proposed locations and quantity of proposed fire hydrants.

Horsley Witten will be available at the upcoming public hearing to address the petitioner's responses to its comments.

***Transportation Peer Review:***

The City's transportation on-call consultant, the BETA Group, submitted a letter dated August 23, 2021 (**Attachment D**) discussing several findings, comments and questions. As detailed in the memo, BETA noted that: the methods used by the petitioner to project future trip generation was appropriate; its approach to determining parking demand was reasonable; and the proposed approach to monitoring parking on the project site was reasonable and, as such, project-related parking would not be expected to "spill over" onto the adjacent JCC property.

That said, the BETA also raised several questions. These included questions about the possible impact of future availability and use of public transportation by residents, visitors and employees; the appropriateness of traffic signal timing adjustments and the provision of pedestrian signals and accessible ramps; and whether parking stalls denoted with "EV" on site plans would necessarily be equipped with charging stations.

Responses to these and other questions were provided by the petitioner via a letter dated September 2, 2021 (**Attachment E**). Notable among the responses is comments by the petitioner that any future use of public transportation by site residents, visitors and employees would be "relatively small compared to the total number of commuters using area roadways," the petitioner is "willing to evaluate signal operations after the proposed project is built" in coordination with the City; and that all "EV" spaces shown on site plans will indeed be "served by charging stations."

BETA will be available at the upcoming public hearing to discuss its findings and the petitioner's responses.

**Sewer I&I memo**

The Engineering Division submitted a memorandum, dated September 9, 2021 (**Attachment F**), indicating that the calculated sewer infiltration/inflow (I&I) mitigation cost for the project is \$1,549,912. As detailed in the memo, the City Engineer states that, based upon the expected use of low flow fixtures, a 75% abatement of the fee is recommended, and that the petitioner should “consider dedicating the abated amount of the fee towards other mitigation purposes, as recommended by the Planning Department.”

**ATTACHMENTS**

- Attachment A:** Horsley Witten site design, building massing, shadows, and sustainability memorandum, dated September 3, 2021
- Attachment B:** Horsley Witten stormwater and civil engineering memorandum, dated August 26, 2021
- Attachment C:** Petitioner response to Horsley Witten’s August 26, 2021 stormwater and civil engineering memorandum, dated September 7, 2021
- Attachment D:** BETA Group transportation review letter, dated August 23, 2021
- Attachment E:** Petitioner response to BETA Group’s August 23, 2021 transportation review letter, dated September 2, 2021
- Attachment F:** Engineering Division memorandum regarding proposed project Sewer Inflow and Infiltration Mitigation Fee, dated September 9, 2021
- Attachment G:** DRAFT Council Order



## MEMORANDUM

**To:** Michael Gleba, Neil Cronin, Jennifer Caira – City of Newton  
**From:** Jonathan Ford, PE, and Janet Carter Bernardo, PE – Horsley Witten Group, Inc.  
**Date:** September 3, 2021  
**Re:** 333 Nahanton Street Peer Review – Site Design, Building Massing, and Sustainability

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The intent of this memorandum is to provide the City of Newton with a peer review of the senior housing facility proposed at 333 Nahanton Street, Newton, MA. The Applicant is proposing to develop a 4.5-acre site using land acquired from the Jewish Community Centers of Greater Boston, Inc. The Applicant is proposing to develop a new senior housing building and a connector building to the existing Coleman House senior housing facility, and associated site amenities and utilities.

The proposed project includes the development of two separate buildings, one seven-story building with 174 apartment units and garage parking and a two-story connector building that connects the proposed building to the existing Coleman House senior housing facility. The connector building will serve both buildings and include dining, fitness, a wellness clinic, and other community spaces.

The following documents are the focus of HW's site design, open space, and sustainability review:

- Opus-Newton Project Description, prepared by 2Life Communities, dated May 7, 2021.
- 2Life Newton – Stormwater Management Memo, prepared by Stantec, dated May 6, 2021.
- 2Life – Opus Architecture plans, prepared by Perkins Eastman, dated March 3, 2021.
  - Level A Floor Plan Sheet LU-100.2
  - First Floor Plan Sheet LU-101
  - Second Floor Plan Sheet LU-102
  - Third Floor Plan Sheet LU-103
  - Fourth Floor Plan Sheet LU-104
  - Fifth Floor Plan Sheet LU-105
  - Sixth Floor Plan Sheet LU-106
  - Exterior Elevation – Opus Sheet LU-201
  - Exterior Elevation – Opus Sheet LU-202

- 2Life Opus Communities Special Permit Submission, prepared by Stantec, dated May 7, 2021.
  - Cover
  - Existing Conditions Plan
  - JCC Campus Site Plan (333 Nahanton Street) Sheet LU-L101
  - JCC Remaining Lot Plan Sheet LU-L102
  - Coleman House Site Plan (677 Winchester Street) Sheet LU-L201
  - Opus Site Plan Sheet LU-L301
  - Grading Plan/Average Grade Plane Calculation Sheet LU-L401
  - Planting Plan Sheet LU-L501
  - Site Details Sheet LU-L601
  - Photometric Plan Sheet LU-L701
  - Utility Plan Sheet LU-C100
  - Drainage Plan Sheet LU-C101
  - Utility Details Sheet LU-C200
  - Utility Details Sheet LU-C201
- 2Life Newton – Shadow Study, dated July 16, 2021, provided via email by 2Life Communities on September 1, 2021.
- 2Life Newton – Elevations, Renderings, Floor Plans, and Exhibits, prepared by Perkins Eastman / Stantec, dated July 15, 2021 (22 total including renderings from Community Farm and Winchester Street Sections).
- 2Life Newton – Annotated Elevations, prepared by Perkins Eastman / Stantec, last revised May 7, 2021 (2 total pdf sheets).

HW reviewed the listed documents, and we have the following overview-level comments and recommendations:

#### *General*

1. The proposed building siting and relocation of the internal roadway as proposed are logical, providing connectivity to the existing Coleman House and a shared point of arrival at the new two-story connector.
2. The proposed limit of disturbance is generally aligned with the existing limit of site clearing, preserving the more steeply sloped and more densely vegetated 80-foot buffer to Nahanton Street and Winchester Street.
3. HW recommends more detail be provided quantifying trees to be removed and proposed mitigation/replacement, including size and species, to evaluate the impact of the proposed disturbance.

#### *Site Design & Open Space*

4. The improvements to the entry court responding to the Urban Design Commission comments, expanding the extent of pavers and adding a canopy, provide a significant improvement to the aesthetic and pedestrian comfort within this space and add clarity to the organization of vehicles, parking, and pedestrian circulation. Revised landscape and planting plans should be provided showing these improvements and providing additional detail.

5. Additional information should be provided for the intended design and proposed use of the “gathering space” within the entry court. The updated sketches show an expanded landscape circle. If gathering is intended in this location, would the quality of the entry and gathering space be improved by reducing the landscape circle and providing an expanded pedestrian area against the building?
6. The entry court would be an ideal place to provide high-visibility green stormwater infrastructure such as bioretention systems and/or tree trenches for water quality improvement before overflowing to the proposed underground detention system in this location.
7. HW recommends additional shade trees with proper soil volume be considered within the paver pedestrian area in front of the entry court connector to soften the hardscape, define the pedestrian edge along with the proposed bollards, and provide more shade and cooling.
8. HW recommends that the planted/vegetated “green roof” area within the internal roof deck courtyard be maximized. More information should be provided regarding layout, circulation, and intended uses to clarify how this space will function.
9. More information should be provided regarding layout and intended uses within the gathering space at the rear (west) of the connector. Will this space be permeable, and can additional vegetation and shade trees be provided?
10. Bicycle parking is proposed for 24 bicycles within the internal parking area (1 per 10 vehicular parking spaces). Bicycle parking is located within the rear of the lower internal parking level. The intent for bicycle parking for residents, staff, and visitors should be clarified, and parking should be convenient and clearly marked with appropriate wayfinding. Bicycle racks, covered if possible, should be provided within the entry court.
11. Will the proposed sidewalk connection to the Jewish Community Center (JCC) path network be publicly accessible and meet ADA requirements?
12. Is there currently a path connection from the site to Nahanton Park? Have path improvements been considered?
13. Will the proposed path connection from the perimeter path network to the rear (west facing) two-story connector be accessible in compliance with the Americans with Disabilities Act (ADA)? Will this pathway be limited to resident access only?
14. The proposed sidewalk relocation from Nahanton Street ends at the proposed building’s loading area. HW recommends that the sidewalk be extended safely across the loading area, connected to the new main arrival location, and extended to meet the existing sidewalk at the limit of the road extension where it connects to the Coleman lot and roadway.
15. The submitted loading and trash plan indicates trucks will back into the proposed loading dock area. A more detailed turning movement analysis should be provided for review.
16. A number of deviations from local parking requirements Section 5.1.8 are proposed, including parking stall dimensions, access aisle width, location within setbacks and the building, and planting islands. HW has no objection to the requested relief based on the design as proposed, as it appears the relief is necessary based on site constraints and the parking will function as intended. The requirements of the Architectural Access Board (AAB) must be met.

### *Massing*

17. Proposed changes to the exterior siding resulting from Urban Design Commission comments will add variety and help to break down the perceived massing of the large building footprint – especially the stone masonry base along the relocated entry road. Additional detail should be provided as the design progresses to verify the approach for each elevation and provide additional variety wherever possible.
18. Proposed upper floor setbacks and balconies along the building north elevation facing the entry court are effective to help break down the building's scale facing the active pedestrian area in this location.
19. The interior courtyard elevations show a largely homogenous materials palette with minimal change in massing. HW recommends consideration of approaches to break down massing and further vary materials in this location.

### *Shadow Study*

June 21<sup>st</sup> (summer solstice) and December 21<sup>st</sup> (winter solstice) represent seasonal extremes (shortest and longest shadows), and March 21<sup>st</sup> (spring equinox) and September 21<sup>st</sup> (autumnal equinox) represent averages. The main focus of the shadow study is to review potential impact on the Newton Community Farm, located east of the proposed project across Winchester Street, with secondary consideration of new shadow impacts on the Coleman House and internal pedestrian areas.

20. Based on the submitted shadow study, impact of new shadows are within the internal project limits only, with new shadows on the proposed entry court, relocated entry road, and internal courtyard at morning and evening times.
21. Reviewing the extreme impacts (December 21 – winter solstice), no new shadow impact is shown on the Newton Community Farm.

### *Sustainability*

22. The design is required to meet the standards of an authorized green building rating system per Zoning Section 5.12. HW recommends that a comprehensive sustainability plan be provided as part of a future submission to demonstrate compliance, and encourages documentation and compliance with green building rating system requirements to achieve this standard.
23. Electric Vehicle (EV) stations are required for 10% of the project parking spaces and a provision of an additional 10% of parking spaces to be EV ready. The proposed plan provides 10% of parking spaces marked "EV" (24 of 243 parking spaces). Additional clarification should be provided to demonstrate an additional 10% of parking spaces will be EV ready. HW recommends consideration of EV parking for visitors and guests within the entry court.
24. The proposed renderings appear to indicate solar panels on the roof of most of the proposed building. HW recommends that the Applicant confirm that the design will include solar and provide more information.
25. HW encourages the Applicant to investigate other opportunities to provide green infrastructure practices consistent with the City's Complete Streets Policy. Though



underlying site conditions and steep slopes are constraints, there still appears to be potential to add permeable pavement, green roof, and practices to filter and slow runoff velocities within open spaces and the entry road.

26. Green roof approaches should be maximized, especially considering the large building footprint and the site constraints limiting infiltration. Additional information should be provided clarifying the planting intent for smaller building roof areas resulting from upper floor setbacks, as well as the internal roof deck courtyard (see comment #8).



## MEMORANDUM

**To:** Michael Gleba, Neil Cronin, Jennifer Caira – City of Newton  
**From:** Janet Carter Bernardo, PE and Janelle Veary – Horsley Witten Group, Inc.  
**Date:** August 26, 2021  
**Re:** 333 Nahanton Street Peer Review

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The intent of this memorandum is to provide the City of Newton with a peer review of the senior housing facility proposed at 333 Nahanton Street, Newton, MA. The Applicant is proposing to develop a 4.5-acre site using land acquired from the Jewish Community Centers of Greater Boston, Inc. The Applicant is proposing to develop a new senior housing building and a connector building to the existing Coleman House senior housing facility, and associated site amenities and utilities.

The proposed project includes the development of two separate buildings, one seven-story building with 174 apartment units and garage parking and a two-story connector building that connects the proposed building to the existing Coleman House senior housing facility. The connector building will serve both buildings and include dining, fitness, a wellness clinic, and other community spaces.

The 4.5-acre project site is mostly wooded area with a portion of gravel driveway and sidewalk. There is also a drainage network running through the site that connects the Winchester Street northwest drainage to the Winchester Street southeast drainage. There are no resource areas within proximity to the site.

Presently, the site drains to two design points. The western portion of the site drains to Nahanton Street and the east portion of the site drains to Winchester Street. Road runoff along Winchester Street is collected via a series of catch basins and is directed through the site via drainage pipes and manholes to Winchester Street. The western portion of Winchester Street is directed to catch basins that connect into the Nahanton Street drainage network. The Applicant is proposing to install a series of deep sump hooded catch basins, water quality units, and subsurface detention systems to manage stormwater on the proposed development.

HW has received the following documents:

- Opus-Newton Project Description, prepared by 2Life Communities, dated May 7, 2021.
- 2Life Newton – Stormwater Management Memo, prepared by Stantec, dated May 6, 2021.

- 2Life – Opus Architecture plans, prepared by Perkins Eastman, dated March 3, 2021.
  - Level A Floor Plan Sheet LU-100.2
  - First Floor Plan Sheet LU-101
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  - Photometric Plan Sheet LU-L701
  - Utility Plan Sheet LU-C100
  - Drainage Plan Sheet LU-C101
  - Utility Details Sheet LU-C200
  - Utility Details Sheet LU-C201

HW has reviewed the Special Permit plan set and the Stormwater Management Memo and has the following comments and recommendations:

*General*

*Stormwater Management*

This review of the submitted materials is based on the Massachusetts Stormwater Management Standards (MASWMS), the City of Newton’s Requirements for On-Site Drainage (Stormwater Management) 2018, as well as standard engineering practices. The proposed development is considered a new development and therefore must comply with all MASWMS Standards.

Based on the materials submitted to date, HW offers the following comments related to Stormwater Management:

1. MASWMS Standard #1: *Standard 1 states that no new untreated stormwater conveyances may cause erosion in wetlands of the Commonwealth.*
  - a. The Applicant has proposed two discharge points, one connecting into the closed drainage system on Nahanton Street (DP2) and one connecting into the closed drainage system on Winchester Street (DP1). Stormwater is being captured and treated via a series of deep sump catch basins and subsurface detention chambers.

The Applicant has noted that each new outfall will be constructed with rip-rap energy dissipation aprons to control exiting velocities and prevent erosion. It appears that there are no new outfalls proposed as a part of this development. HW recommends that the Applicant confirm if any new outfalls are proposed, clearly illustrate where they are on the plan set, and provide rip-rap sizing calculations as needed.

- b. The Applicant has proposed to relocate the Coleman House roof drain outfall. Based on the existing topography it appears that the roof drain is proposed to outfall into an isolated low point. If this is the case due to the shallow ledge ponding is likely to occur. HW recommends that the Applicant clarify where the roof runoff will discharge to and confirm that ponding will not occur.
- c. The Applicant has not noted if the existing discharge pipe is currently causing erosion at the final discharge point. HW recommends that the Applicant clarify the final discharge point and confirm that the existing discharge pipe is not causing erosion and that the proposed velocity will in turn not cause erosion in wetlands of the Commonwealth.

It appears that the Applicant complies with Standard 1 if no erosion is occurring at the outlet of the two closed drainage systems and if there are no new outfalls proposed.

2. MASWMS Standard #2: Standard 2 requires that post-development runoff does not exceed pre-development runoff off-site.

The Applicant has described the existing (pre-development) and the proposed (post-development) watershed areas, drainage conditions, and discharge values in the Stormwater Management Memo.

HW has the following comments to verify compliance with Standard 2.

- a. It appears there are inconsistencies between the peak flow table in the Stormwater Management Memo and the HydroCAD modelling. HW recommends that the Applicant update the summary table to include the storm events modelled in HydroCAD and the applicable flow values.
- b. The Applicant has indicated that in the 2-year, 10-year, 25-year, and 100-year 24-hour storm events the proposed peak flow rates do not exceed the existing peak flow rates. Stormwater volume at DP2 is reduced in all storm events due to the reduction in area being directed to DP2 from existing to proposed conditions. Stormwater volume at DP1 increases in all storm events due to the shallow depth of ledge that is making recharge impracticable. In the 100-year storm event the volume at DP1 increases from 1.64 acre-feet in existing conditions to 2.05 acre-feet in proposed conditions. HW recommends that the Applicant confirm with the City Engineer that the existing municipal system in Winchester Street has adequate capacity to manage the additional volume of stormwater passing through it.
- c. HW recommends that the Applicant investigate means to provide low impact development (LID) practices to reduce some of the volume of stormwater leaving the site. The Applicant may consider rain gardens or depressions that may allow for

infiltration. HW further recommends that the Applicant investigate rainwater harvesting and the potential uses of the grey water including irrigation and toilet flushing.

3. MASWMS Standard #3: *Standard 3 requires that the annual recharge from post-development shall approximate annual recharge from pre-development conditions.*
  - a. The Applicant has indicated that the project site is located entirely within areas with shallow depths to ledge and therefore recharge cannot be provided. HW has reviewed the test pits provided and concur with the Applicant.
  - b. It appears that the Applicant has designed the main building with one roof drain connection that outlets into Detention System 1P. HW recommends that the Applicant confirm that the entire roof is able to drain to this one location. As stated previously HW recommends that the Applicant investigate measures to utilize the roof runoff on site.
4. MASWMS Standard #4: *Standard 4 requires that the stormwater system be designed to remove 80% Total Suspended Solids and to treat 1.0-inches of volume from the impervious area for water quality.*
  - a. The Applicant has proposed deep sump catch basins and water quality units to treat stormwater before connecting into the existing closed drainage systems. The Applicant indicates that water quality units are proposed and has provided a detail in the design plans, however, have not indicated where the water quality units are proposed on the drainage plan or provided any sizing calculations. HW recommends that the Applicant indicate the location of the water quality units and provide the sizing calculations and vendor documentation.
5. MASWMS Standard #5: *Standard 5 is related to projects with a Land Use of Higher Potential Pollutant Loads (LUHPPL).*
  - a. The Applicant has indicated that the project is not considered a LUHPPL and therefore Standard 5 is not applicable to this site. HW recommends that the Applicant confirm that the anticipated traffic generate from the site does not exceed 1,000 vehicle trips per day.
6. MASWMS Standard #6: *Standard 6 is related to projects with stormwater discharging into a critical area, a Zone II or an Interim Wellhead Protection Area of a public water supply.*
  - a. The proposed redevelopment project is not located within a critical area therefore Standard 6 is not applicable to this site. No further action required.
7. MASWMS Standard #7: *Standard 7 is related to projects considered Redevelopment.*
  - a. The proposed project is not considered a redevelopment project therefore Standard 7 is not applicable to this site. No further action required.
8. MASWMS Standard #8: *Standard 8 requires a plan to control construction related impacts including erosion, sedimentation or other pollutant sources.*
  - a. The Applicant has stated that it will provide a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. HW reminds the Applicant that the City of Newton

- 2018 MS4 Permit requires specific erosion control measures be implemented as part of the SWPPP.
- b. In accordance with the City of Newton's Requirements for On-Site Drainage (Stormwater Management) 2018, HW recommends that the Applicant include the location and details of erosion and sediment control measures on the design plans. HW notes that some of the side slopes are very steep and therefore the proposed erosion control measures should be robust.
9. MASWMS Standard #9: *Standard 9 requires a Long-Term Operation and Maintenance Plan to be provided.*
- a. The Applicant has not provided an Operation and Maintenance Plan (O&M). HW recommends that the Applicant provide an O&M Plan that complies with MASWMS Standard #9 as well as the City of Newton's MS4 permit. HW further recommends that the O&M Plan be prepared for the entire campus as a whole and not specific to the proposed development.
10. MASWMS Standard #10: *Standard 10 requires an Illicit Discharge Compliance Statement be provided.*
- a. The Applicant has included an Illicit Discharge Compliance Statement within the Stormwater Memo. HW recommends that the Applicant edit the statement to reference the proposed project. Furthermore, the Illicit Discharge Statement should be signed by the property owner to confirm that the owner fully understands the statement.

#### *Grading and Utilities*

11. The Applicant has proposed two fire hydrants north and south of the proposed building. HW recommends that the Applicant confirm that the Fire Department has reviewed the plans and is satisfied with the proposed locations.
12. Based on the Utility Plan, it appears that the Applicant has proposed the sewer line on Winchester Street with less than 10 feet of separation to the existing water line. HW recommends that the Applicant revise the Utility Plan to provide a minimum of 10 feet of separation between the water and sewer lines.
13. HW recommends that the Applicant confirm with the City Engineer that the municipal sewer and water systems have adequate capacity for the proposed development.
14. The Applicant has proposed a modular retaining wall that runs along the southeastern portion of the loop road around the building. This retaining wall is approximately 500 feet in length and has a maximum height of 21 feet. HW recommends that the Applicant confirm that the wall can be constructed without encroaching on the 80 foot no disturb buffer.
15. HW recommends that the Applicant provide spot grades on the Grading Plan for proposed high points and low points on the roads and within the parking lots.

# ATTACHMENT C



Memo

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To: Mr. Michael Gleba  
Senior Planner  
Department of Planning and Development  
1000 Commonwealth Avenue  
Newton Centre, Massachusetts 02459

From: Dylan Stevens  
Project Manager  
Stantec Consulting  
226 Causeway Street, 6th Floor  
Boston MA 02114

File: 2Life Opus Peer Review Responses

Date: September 7, 2021

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**Reference: 333 Nahanton Street Peer Review Memo by Horsley Witten Group (dated 8/26/2021)**

Dear Mr. Gleba,

The following is a summary of the status of the responses to the Peer Review provided by Horsley Witten Group, as discussed on the call on Wednesday, September 1<sup>st</sup> 2021.

**Items from the Peer Review to be confirmed with the Newton Engineering Department**

**2.b.** The Applicant has indicated that in the 2-year, 10-year, 25-year, and 100-year 24- hour storm events the proposed peak flow rates do not exceed the existing peak flow rates. Stormwater volume at DP2 is reduced in all storm events due to the reduction in area being directed to DP2 from existing to proposed conditions. Stormwater volume at DP1 increases in all storm events due to the shallow depth of ledge that is making recharge impracticable. In the 100-year storm event the volume at DP1 increases from 1.64 acre-feet in existing conditions to 2.05 acre-feet in proposed conditions. HW recommends that the Applicant confirm with the City Engineer that the existing municipal system in Winchester Street has adequate capacity to manage the additional volume of stormwater passing through it.

**14.** HW recommends that the Applicant confirm with the City Engineer that the municipal sewer and water systems have adequate capacity for the proposed development.

**Items from the Peer Review to be subject to a condition of approval prior to issuance of the Building Permit**

**2.c.** HW further recommends that the Applicant investigate rainwater harvesting and the potential uses of the grey water including irrigation and toilet flushing.

**3.b.** As stated previously HW recommends that the Applicant investigate measures to utilize the roof runoff on site.

September 7, 2021

Mr. Michael Gleba Senior Planner

Page 2 of 2

Reference: 333 Nahanton Street Peer Review Memo by Horsley Witten Group (dated 8/26/2021)

**9.a.** The Applicant has stated that it will provide a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. HW reminds the Applicant that the City of Newton 2018 MS4 Permit requires specific erosion control measures be implemented as part of the SWPPP.

**10.a.** The Applicant has not provided an Operation and Maintenance Plan (O&M). HW recommends that the Applicant provide an O&M Plan that complies with MASWMS Standard #9 as well as the City of Newton's MS4 permit. HW further recommends that the O&M Plan be prepared for the entire campus as a whole and not specific to the proposed development.

**Supplemental or Revised Materials being submitted in response to the Peer Review Memo**

- Revised Stormwater Memo dated 9/1/2021
- Revised LU-C100 Utility Plan dated 9/7/2021
- Revised LU-L401 Grading Plan dated 9/7/2021
- New Drawing LU-L801 Site Preparation Plan dated 9/7/2021

Please don't hesitate to contact me with any questions or additional information that may be needed.

**Stantec Planning and Landscape Architecture P.C.**

**Dylan Stevens**

Associate | Landscape Architect

Phone: 617-654-6063

dylan.stevens@stantec.com

Attachment:

210801758 Stormwater Memo - 2021-09-01  
LU-C100 Utility Plan  
LU-L401 Grading Plan  
LU-L801 Site Preparation Plan





## MEMORANDUM

**To:** Michael Gleba, Neil Cronin, Jennifer Caira – City of Newton  
**From:** Janet Carter Bernardo, PE and Janelle Veary – Horsley Witten Group, Inc.  
**Date:** August 26, 2021  
**Re:** 333 Nahanton Street Peer Review

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The intent of this memorandum is to provide the City of Newton with a peer review of the senior housing facility proposed at 333 Nahanton Street, Newton, MA. The Applicant is proposing to develop a 4.5-acre site using land acquired from the Jewish Community Centers of Greater Boston, Inc. The Applicant is proposing to develop a new senior housing building and a connector building to the existing Coleman House senior housing facility, and associated site amenities and utilities.

The proposed project includes the development of two separate buildings, one seven-story building with 174 apartment units and garage parking and a two-story connector building that connects the proposed building to the existing Coleman House senior housing facility. The connector building will serve both buildings and include dining, fitness, a wellness clinic, and other community spaces.

The 4.5-acre project site is mostly wooded area with a portion of gravel driveway and sidewalk. There is also a drainage network running through the site that connects the Winchester Street northwest drainage to the Winchester Street southeast drainage. There are no resource areas within proximity to the site.

Presently, the site drains to two design points. The western portion of the site drains to Nahanton Street and the east portion of the site drains to Winchester Street. Road runoff along Winchester Street is collected via a series of catch basins and is directed through the site via drainage pipes and manholes to Winchester Street. The western portion of Winchester Street is directed to catch basins that connect into the Nahanton Street drainage network. The Applicant is proposing to install a series of deep sump hooded catch basins, water quality units, and subsurface detention systems to manage stormwater on the proposed development.

HW has received the following documents:

- Opus-Newton Project Description, prepared by 2Life Communities, dated May 7, 2021.
- 2Life Newton – Stormwater Management Memo, prepared by Stantec, dated May 6, 2021.

- 2Life – Opus Architecture plans, prepared by Perkins Eastman, dated March 3, 2021.
  - Level A Floor Plan Sheet LU-100.2
  - First Floor Plan Sheet LU-101
  - Second Floor Plan Sheet LU-102
  - Third Floor Plan Sheet LU-103
  - Fourth Floor Plan Sheet LU-104
  - Fifth Floor Plan Sheet LU-105
  - Sixth Floor Plan Sheet LU-106
  - Exterior Elevation – Opus Sheet LU-201
  - Exterior Elevation – Opus Sheet LU-202
- 2Life Opus Communities Special Permit Submission, prepared by Stantec, dated May 7, 2021.
  - Cover
  - Existing Conditions Plan
  - JCC Campus Site Plan (333 Nahanton Street) Sheet LU-L101
  - JCC Remaining Lot Plan Sheet LU-L102
  - Coleman House Site Plan (677 Winchester Street) Sheet LU-L201
  - Opus Site Plan Sheet LU-L301
  - Grading Plan/Average Grade Plane Calculation Sheet LU-L401
  - Planting Plan Sheet LU-L501
  - Site Details Sheet LU-L601
  - Photometric Plan Sheet LU-L701
  - Utility Plan Sheet LU-C100
  - Drainage Plan Sheet LU-C101
  - Utility Details Sheet LU-C200
  - Utility Details Sheet LU-C201

HW has reviewed the Special Permit plan set and the Stormwater Management Memo and has the following comments and recommendations:

*General*

*Stormwater Management*

This review of the submitted materials is based on the Massachusetts Stormwater Management Standards (MASWMS), the City of Newton's Requirements for On-Site Drainage (Stormwater Management) 2018, as well as standard engineering practices. The proposed development is considered a new development and therefore must comply with all MASWMS Standards.

Based on the materials submitted to date, HW offers the following comments related to Stormwater Management:

1. MASWMS Standard #1: *Standard 1 states that no new untreated stormwater conveyances may cause erosion in wetlands of the Commonwealth.*
  - a. The Applicant has proposed two discharge points, one connecting into the closed drainage system on Nahanton Street (DP2) and one connecting into the closed drainage system on Winchester Street (DP1). Stormwater is being captured and treated via a series of deep sump catch basins and subsurface detention chambers.

The Applicant has noted that each new outfall will be constructed with rip-rap energy dissipation aprons to control exiting velocities and prevent erosion. It appears that there are no new outfalls proposed as a part of this development. HW recommends that the Applicant confirm if any new outfalls are proposed, clearly illustrate where they are on the plan set, and provide rip-rap sizing calculations as needed.

**STANTEC RESPONSE: No new outfalls are proposed.**

- b. The Applicant has proposed to relocate the Coleman House roof drain outfall. Based on the existing topography it appears that the roof drain is proposed to outfall into an isolated low point. If this is the case due to the shallow ledge ponding is likely to occur. HW recommends that the Applicant clarify where the roof runoff will discharge to and confirm that ponding will not occur.

**STANTEC RESPONSE: The anticipated flow to this 8" relocated pipe is expected to be small – there is another existing 12" drainpipe on the northern side of Coleman house. The 8" roof drain has been adjusted on the plans, so it does not outlet at the localized low point.**

- c. The Applicant has not noted if the existing discharge pipe is currently causing erosion at the final discharge point. HW recommends that the Applicant clarify the final discharge point and confirm that the existing discharge pipe is not causing erosion and that the proposed velocity will in turn not cause erosion in wetlands of the Commonwealth.

**STANTEC RESPONSE: The existing discharge pipe does not appear to be causing erosion at its discharge point. This is not anticipated to be a problem with the proposed discharge point/velocity however the applicant will supply additional rip rap to ensure that no erosion occurs. See below photo for reference.**



It appears that the Applicant complies with Standard 1 if no erosion is occurring at the outlet of the two closed drainage systems and if there are no new outfalls proposed.

2. MASWMS Standard #2: *Standard 2 requires that post-development runoff does not exceed pre-development runoff off-site.*

The Applicant has described the existing (pre-development) and the proposed (post-development) watershed areas, drainage conditions, and discharge values in the Stormwater Management Memo.

HW has the following comments to verify compliance with Standard 2.

- a. It appears there are inconsistencies between the peak flow table in the Stormwater Management Memo and the HydroCAD modelling. HW recommends that the Applicant update the summary table to include the storm events modelled in HydroCAD and the applicable flow values.

**STANTEC RESPONSE:** The summary table in the stormwater memo has been updated to reflect the latest HydroCAD calculations. The updated version is attached for reference.

- b. The Applicant has indicated that in the 2-year, 10-year, 25-year, and 100-year 24-hour storm events the proposed peak flow rates do not exceed the existing peak flow rates. Stormwater volume at DP2 is reduced in all storm events due to the reduction in area being directed to DP2 from existing to proposed conditions. Stormwater volume at DP1 increases in all storm events due to the shallow depth of ledge that is making recharge impracticable. In the 100-year storm event the volume at DP1 increases from 1.64 acre-feet in existing conditions to 2.05 acre-feet in proposed conditions. HW recommends that the Applicant confirm with the City Engineer that the existing municipal system in Winchester Street has adequate capacity to manage the additional volume of stormwater passing through it.

**STANTEC RESPONSE:** The Engineering Dept has reviewed the plans and this concern was not raised. Stantec will reconfirm with Engineering.

- c. HW recommends that the Applicant investigate means to provide low impact development (LID) practices to reduce some of the volume of stormwater leaving the site. The Applicant may consider rain gardens or depressions that may allow for infiltration. HW further recommends that the Applicant investigate rainwater harvesting and the potential uses of the grey water including irrigation and toilet flushing.

**STANTEC RESPONSE:** Several areas for potential raingardens have been added to the grading plan. A study evaluating the feasibility of rainwater harvesting for irrigation will be submitted and reviewed with Engineering prior to issuance of a building permit.

3. MASWMS Standard #3: *Standard 3 requires that the annual recharge from post-*

*development shall approximate annual recharge from pre-development conditions.*

- a. The Applicant has indicated that the project site is located entirely within areas with shallow depths to ledge and therefore recharge cannot be provided. HW has reviewed the test pits provided and **concur with the Applicant**.
- b. It appears that the Applicant has designed the main building with one roof drain connection that outlets into Detention System 1P. HW recommends that the Applicant confirm that the entire roof is able to drain to this one location. As stated previously HW recommends that the Applicant investigate measures to utilize the roof runoff on site.

**STANTEC RESPONSE: Stantec will continue to work with the plumbing team as the design develops and add additional roof drains if necessary. A study evaluating the feasibility of rainwater harvesting for irrigation will be submitted and reviewed with Engineering prior to issuance of a building permit.**

4. MASWMS Standard #4: *Standard 4 requires that the stormwater system be designed to remove 80% Total Suspended Solids and to treat 1.0-inches of volume from the impervious area for water quality.*

- a. The Applicant has proposed deep sump catch basins and water quality units to treat stormwater before connecting into the existing closed drainage systems. The Applicant indicates that water quality units are proposed and has provided a detail in the design plans, however, have not indicated where the water quality units are proposed on the drainage plan or provided any sizing calculations. HW recommends that the Applicant indicate the location of the water quality units and provide the sizing calculations and vendor documentation.

**STANTEC RESPONSE: Water quality unit labels have been added to the plans. Stantec will coordinate with Contech for sizing calculations as needed during preparation of Construction Documents.**

5.

6. MASWMS Standard #5: *Standard 5 is related to projects with a Land Use of Higher Potential Pollutant Loads (LUHPPL).*

- a. The Applicant has indicated that the project is not considered a LUHPPL and therefore Standard 5 is not applicable to this site. HW recommends that the Applicant confirm that the anticipated traffic generate from the site does not exceed 1,000 vehicle trips per day.

**STANTEC RESPONSE: The traffic study indicates 648 vehicle trips per day. Table is included below for reference.**



**Table 4 Project Vehicle Trip Generation**

Trip Direction	AM Peak Hour	PM Peak Hour	Daily
Entering	12	25	324
Exiting	23	21	324
Total	35	46	648
Assumes 175 dwelling units.			

7. MASWMS Standard #6: *Standard 6 is related to projects with stormwater discharging into a critical area, a Zone II or an Interim Wellhead Protection Area of a public water supply.*

a. The proposed redevelopment project is not located within a critical area therefore Standard 6 is not applicable to this site. **No further action required.**

8. MASWMS Standard #7: *Standard 7 is related to projects considered Redevelopment.*

a. The proposed project is not considered a redevelopment project therefore Standard 7 is not applicable to this site. **No further action required.**

9. MASWMS Standard #8: *Standard 8 requires a plan to control construction related impacts including erosion, sedimentation or other pollutant sources.*

a. The Applicant has stated that it will provide a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. HW reminds the Applicant that the City of Newton 2018 MS4 Permit requires specific erosion control measures be implemented as part of the SWPPP.

**STANTEC RESPONSE: The SWPPP will include the City of Newton 2018 MS4 Permit's specific erosion control measures.**

b. In accordance with the City of Newton's Requirements for On-Site Drainage (Stormwater Management) 2018, HW recommends that the Applicant include the location and details of erosion and sediment control measures on the design plans. HW notes that some of the side slopes are very steep and therefore the proposed erosion control measures should be robust.

**STANTEC RESPONSE: A robust erosion control plan will be provided for review.**

10. MASWMS Standard #9: *Standard 9 requires a Long-Term Operation and Maintenance Plan to be provided.*

a. The Applicant has not provided an Operation and Maintenance Plan (O&M). HW recommends that the Applicant provide an O&M Plan that complies with MASWMS Standard #9 as well as the City of Newton's MS4 permit. HW further recommends that the O&M Plan be prepared for the entire campus as a whole and not specific to the proposed development.

**STANTEC RESPONSE: A comprehensive O&M Plan that complies with MASWMS Standard #9 as well as the City of Newton's MS4 permit will be provided upon final**

design.

11. MASWMS Standard #10: *Standard 10 requires an Illicit Discharge Compliance Statement be provided.*

- a. The Applicant has included an Illicit Discharge Compliance Statement within the Stormwater Memo. HW recommends that the Applicant edit the statement to reference the proposed project. Furthermore, the Illicit Discharge Statement should be signed by the property owner to confirm that the owner fully understands the statement.

**STANTEC RESPONSE:** The statement has been edited and provided to the owner.

#### *Grading and Utilities*

12. The Applicant has proposed two fire hydrants north and south of the proposed building. HW recommends that the Applicant confirm that the Fire Department has reviewed the plans and is satisfied with the proposed locations.

**STANTEC RESPONSE:** The Fire Department has reviewed the plans and confirmed that the hydrant locations and quantity are sufficient.

13. Based on the Utility Plan, it appears that the Applicant has proposed the sewer line on Winchester Street with less than 10 feet of separation to the existing water line. HW recommends that the Applicant revise the Utility Plan to provide a minimum of 10 feet of separation between the water and sewer lines.

**STANTEC RESPONSE:** 10' separation between water and sewer will be provided wherever possible. The proposed sewer main has been shifted accordingly. Test pits will be conducted per the City Engineer's request to confirm no conflicts, particularly with the gas which is very close in this area. Near the intersection of Winchester and Nahanton where tying into the existing sewer manhole, 10' of separation cannot be provided.

14. HW recommends that the Applicant confirm with the City Engineer that the municipal sewer and water systems have adequate capacity for the proposed development.

**STANTEC RESPONSE:** The Engineering Dept has reviewed the plans and this concern was not raised. Stantec will reconfirm with the Engineering Department.

15. The Applicant has proposed a modular retaining wall that runs along the southeastern portion of the loop road around the building. This retaining wall is approximately 500 feet in length and has a maximum height of 21 feet. HW recommends that the Applicant confirm that the wall can be constructed without encroaching on the 80 foot no disturb buffer.

**STANTEC RESPONSE:** The proposed retaining wall is for a fill scenario and reinforcing will extend toward Opus and away from the 80' Buffer. No work is expected to occur beyond the face of the wall.

City of Newton

August 26, 2021

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16. HW recommends that the Applicant provide spot grades on the Grading Plan for proposed high points and low points on the roads and within the parking lots.

**STANTEC RESPONSE: Spot grades have been added to the Grading Plan.**





August 23, 2021

Mr. Michael Gleba  
Senior Planner  
Department of Planning & Development  
1000 Commonwealth Avenue  
Newton Centre, Massachusetts 02459

Re: 2Life Communities Transportation Peer Review

Dear Ms. Cairra:

BETA Group, Inc. (BETA), in accordance with our scope of services, has conducted a transportation engineering peer review for a proposed senior living community on the Jewish Community Center (JCC) campus located off Nahanton Street opposite Wells Avenue in Newton, Massachusetts.

This letter has been prepared by BETA to outline our findings, comments, and recommendations in the review of the material provided.

## BASIS OF REVIEW

The following documents were received by BETA and formed the basis of the review:

- Transportation Impact Study Proposed Senior Living Community, Newton, Massachusetts, dated April 30, 2021, prepared by Stantec Consulting Services, Inc.
- Parking Study: Coleman House and Proposed New Senior Community, Newton, Massachusetts, dated November 7, 2019, Updated December 5, 2019, prepared by Stantec Consulting, Inc.
- Site Plan set entitled 2Life Opus Communities, dated May 7, 2021 and prepared by Stantec, Boston, MA.

## TRAFFIC IMPACT STUDY

The proposed development project includes up to 175 dwelling units for seniors in a new building to be constructed on the JCC campus next to the Coleman House. The building will be connected to a proposed parking garage which would serve the new building, Coleman House residents, and the JCC. Access to the site will be provided by the JCC driveway to the intersection of Nahanton Street and Wells Avenue.

The study area includes the following intersections.

- Wells Avenue/JCC Driveway at Nahanton Street (signalized)
- Winchester Street at Nahanton Street (signalized)

The study area was found to be adequate.

## TRAFFIC VOLUMES

Existing traffic volumes were collected by Turning Movement Counts (TMC) on Wednesday, January 15, 2020, from 7:00AM to 9:00AM and 4:00PM to 6:00PM. The data collection dates occurred prior to the decrease in traffic patterns related to COVID-19. However, historical traffic count data collected by MassDOT was not reviewed to determine the need for a seasonal adjustment to the volumes.

1. Clarify why a seasonal adjustment was not applied to the existing traffic volumes.

## TRAFFIC OPERATIONS

Traffic operations analysis was performed with Synchro software based on the 2010 Highway Capacity Manual methodologies. The existing analysis shows an overall LOS C at both intersections during both peak periods, except for the intersection of Wells Avenue/JCC Driveway at Nahanton Street which operates at LOS E during the PM peak period. The following individual movements operate at LOS E or worse under existing conditions:

- Wells Avenue/JCC Driveway at Nahanton Street
  - Wells Avenue NB Left-Turn – LOS E (AM)
  - Wells Avenue NB Left-Turn – LOS F (PM)
  - Nahanton Street EB Through – LOS E (PM)
  - Nahanton Street WB LT – LOS F (PM)
- Winchester Street at Nahanton Street
  - Nahanton Street EB LT – LOS E (AM)

## SAFETY

Crash data were obtained from the MassDOT database for the most recent three-year period available from 2017 to 2019. The highest crash rate, quantified as crashes per million entering vehicles, occurred at the intersection of Winchester Street at Nahanton Street, and was found to be 0.82 MEV which is higher than both the 0.71 MEV district average and 0.78 MEV statewide average crash rates for signalized intersections.

2. Are there any short-term improvements that could be suggested by the applicant to improve the safety at the intersection of Winchester Street at Nahanton Street?

## ALTERNATIVE/PUBLIC TRANSPORTATION

Several transportation options have historically been provided to the JCC Campus, however, they are suspended, adjusted, or cancelled due to the pandemic.

3. This TIS was done in April 2021 and restrictions have decreased in the last few months. Please provide an update on the transportation services available to the JCC campus.
4. Verify that the services will resume and will not be cancelled indefinitely. This may significantly impact traffic operations in the area.

## ASSESSMENT OF IMPACTS

The TIS evaluated the project's impacts over a five-year period to 2025 from the initial traffic data collection in 2020 for the No-Build and Build conditions.

An annual growth rate of 0.5% was applied to the raw volumes in this study based on the growth rate used in other studies within the city. BETA finds this growth rate to be reasonable.

In addition to utilizing a historical growth rate, traffic generated by other planned developments was considered in developing the 2025 No-Build traffic volumes. Based on discussions with City of Newton, the TIS identified two other developments that were considered to add traffic to the project study roadways and intersections. The two developments are located at 2 Wells Avenue and 180 Wells Avenue. Traffic generated for each of these developments was taken from filed traffic memorandums. These vehicle trips were then added to the No-Build volumes for background development-related growth.

5. The TIS stated that the 2 Wells Avenue expansion was recently completed. Please provide the completion date to confirm that the traffic volumes from this development should have been directly added to the existing January 2020 traffic volumes.

It was noted in the TIS that the traffic volume increased at each study area intersection between 8-12% between Existing and No-Build conditions due to the growth rate application and other developments.

6. An 8 to 12% traffic volume increase between the existing volumes and No-Build volumes is significant considering the increase is a result of a minor growth rate and two developments.

## FUTURE BUILD CONDITIONS

Trip generation for the project was estimated using the Institute of Transportation Engineers, Trip Generation, 10<sup>th</sup> Edition Land Use Code 252 (Senior Adult Housing). The land use is appropriate.

The project site is estimated to generate a total of 648 new trips on an average weekday and with 35 (12 entering, 23 exiting) during the weekday morning peak hour, and 46 (25 entering, 21 exiting) during the weekday afternoon peak hour.

7. Although we have verified the estimated new trip data, the backup data sheets were not provided in the Appendix. For completeness, please provide the backup sheets for the trip generation calculations.

New trips were distributed based on existing traffic patterns. The distributions are acceptable.

Build volumes were comprised of the No-Build volumes plus the proposed development trips. An average one percent increase was determined between the No-Build and Build volumes when compared.

Capacity analyses were performed for the study intersections with the 2020 Existing, 2025 No-Build, and 2025 Build traffic volumes during the weekday AM and weekday PM peak periods. The intersection of Wells Avenue/JCC Driveway at Nahanton Street degrades during the PM peak from LOS E under Existing conditions to LOS F during both No-Build and Build conditions. The Winchester Street at Nahanton Street intersection degrades overall during the AM peak from LOS C to LOS D between No-Build and Build conditions, respectively.

The following individual movements continue to operate or degrade to LOS E or worse under Build conditions:

- Wells Avenue/JCC Driveway at Nahanton Street
  - Wells Avenue NB Left-Turn – LOS E (AM)
  - Wells Avenue NB Left-Turn – LOS F (PM)

- Nahanton Street EB Through – LOS E (AM)
  - Nahanton Street EB Through – LOS F (PM)
  - Nahanton Street WB LT – LOS E (AM)
  - Nahanton Street WB LT – LOS F (PM)
- Winchester Street at Nahanton Street
    - Nahanton Street EB LT – LOS E (AM)
8. Were signal timing adjustments or any other mitigation to improve the safety and traffic operations at the study area intersections considered?

Currently pedestrian accommodations and connections are not provided at the intersection of Wells Avenue/JCC Driveway at Nahanton Street. The increase in traffic at the intersection combined with the increased demand for walking with the proposed living facility would warrant providing pedestrian accessibility at the intersection.

9. In order to accommodate safer pedestrian connections in the study area, consideration should be given to providing pedestrian signals with marked crosswalks and accessible ramps at the Wells Avenue/JCC Driveway at Nahanton Street intersection.

## PARKING STUDY

The parking study concluded that 184 parking spaces are sufficient for this project. The spaces would support the existing Coleman House and the future needs of the proposed 2Life development.

The Coleman House is an existing 146-unit senior living community also owned by the applicant. Sixty parking spaces are provided on a surface lot and another nine spaces are provided for Coleman staff and visitor parking in the adjacent JCC lot.

The proposed senior housing facility will be physically and operationally joined to the Coleman House.

### PARKING DEMAND DATA

Parking data was collected at the Coleman House and Cabot Village on Newtonville Road in October 2019 to analyze the existing parking utilization and demands and provide a comparison of two properties. Parking data was collected over a two-day time period at the Coleman House and one day at the Cabot Park facility between 8:00AM and 5:00PM.

Cabot Park consists of 100 units with a total of 105 parking spaces. Eighty-four spaces are on site for residents and 21 are reserved at the adjacent Elementary School for faculty and staff.

Additional historic data from other similar facilities were also used in the study for comparison.

According to Table 1 – Requested Senior Community Parking Data, the highest number of vehicles parked in the Coleman House lot was 69 vehicles, the JCC Campus had 326 vehicles, and 60 for the Cabot Park Village. All peaks occurred between 9:00AM-1:00PM. The parking demand ratio was calculated to be 0.47 spaces per dwelling unit for the Coleman House, 0.60 for Cabot Park, and 0.80 for the JCC Campus.

10. The total number of spaces available in each parking area (4B, 5A, 5B, 5C...) is challenging to follow in the study. A map showing the parking areas with the associated number of parking spaces per area for each building would be very helpful to be able to follow the segmented boundaries.

The City Zoning Ordinance requires 1 stall per 2 dwelling units and 1 stall per 3 employees for the proposed type of facility.

11. Provide an estimated number of employees in order to determine the number of parking spaces required according to the City of Newton Zoning Ordinance.

## SUPPLEMENTAL PARKING DATA

The parking ratios provided in Table 2 – Additional Senior Community Parking Data are between 0.29 and 0.52 for other sites, Golda Meir House (199 units), Golda Meir House (159 units), and John Weeks House (75 units), indicating that between 0.29 to 0.52 spaces were utilized per dwelling unit.

Table 3 – Peak Parking Demand Ratios highlights the four highest parking ratios based on the data collected. The top four ratios ranged from 0.45 to 0.60 (Cabot Park). The average of the top four ratios is 0.51 vehicles parked per unit.

A nighttime parking data collection of the four sites (not including the JCC campus) was conducted between 11:00PM-12:00AM on Thursday, October 31, 2019. The ratios ranged from 0.31 to 0.45 and again Cabot Park was the highest. The average parking ratio was 0.40 vehicles parked per unit.

## PARKING DEMAND FORECASTS

To determine the parking demand, the average ratio of the top four facilities (0.51) was used and increased by 10 percent to determine the 98 parking space demand for the proposed 2Life facility.

12. Clarify the reason for adjusting the average ratio by 10 percent.

The existing Coleman House demand is 69 parking spaces. The total parking demand is 167 parking spaces for both the existing Coleman House and the proposed 2Life facility. For parking facilities, it is standard practice to increase the calculated parking by 10 percent to compensate for situations of poor parking or snowy weather conditions. Once the 10 percent is applied to the 167, the total number of proposed parking spaces becomes 184 spaces. This is a reasonable approach.

13. Will the parking spaces for the 2Life facility and Coleman House be signed and/or marked for the different facilities as well as for visitor, resident, and staff parking?
14. A summary table of the survey data collected is provided in the Appendix but the number of resident and staff spaces that were utilized is unclear. Has an analysis been done for both the Coleman House and proposed 2Life site to determine the existing and anticipated number of staff parking and resident parking spaces needed per site?
15. The proposed number of parking spaces in the parking study does not match the number of parking spaces outlined in the Zoning review memo. In addition, the site plan shows 230 parking spaces. Please clarify this discrepancy.

## PARKING MANAGEMENT

2Life intends on monitoring the parking to ensure that their facility's parking does not spill into the JCC lots. They said they are able to control the issuance and number of resident permits and require more frequent resident permit renewals. This approach is reasonable.

## SITE PLANS

Based on the City of Newton Zoning Ordinance (Articles 5.1.8.B.1 and 5.1.8.B.2), parking stalls must be a minimum of 9 feet wide, and 19 feet deep for angle/perpendicular parking and 21 feet deep for parallel parking. Adjacent to the 2Life Connector parking spaces are shown to be 9'x17.'

16. Clarify how many parking spaces do not meet the minimum stall depth of 19'.
17. Will charging stations be provided at the spaces marked "EV"?
18. Verify the size of vehicle that can safely park in the loading area without hindering the route of a vehicle exiting the lower garage.

In accordance with the City of Newton Zoning Ordinance (Article 5.1.8.B.3 and Article 5.1.8.B.4), accessible parking facilities should be incorporated within the site plan. Since the proposed development is proposing 184 parking stalls, 3% of these spaces must be designated for the physically disabled. These specially designated stalls must be clearly identified and located nearest to the building's entrance. The disabled parking stalls must be a minimum of 12 feet wide and 19 feet long for angle/perpendicular parking and 24 feet long for parallel parking. One space is clearly marked and located adjacent to the proposed 2Life Connector building and it is likely that the other spaces are within the parking garage.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,  
BETA Group, Inc.



Jaklyn Centracchio, PE, PTOE  
Project Manager

Project No: 10045  
cc: Jennifer Caira, Deputy Director  
Jeff Maxtutis, BETA

# ATTACHMENT E

Stantec Consulting Services, Inc.

136 West Street, Suite 203, Northampton, MA 01060-3711



September 2, 2021

Attention: **Mr. Michael Gleba, Senior Planner**

Department of Planning & Development  
1000 Commonwealth Avenue  
Newton Centre, Massachusetts 02459

**Reference: 2Life Opus, Newton, MA**

Dear Mr Gleba,

We have reviewed the attached traffic peer review comments from BETA dated August 23, 2021. We have responded to the numbered comments provided in their letter below and have attached new data to be added to the appendix of our traffic report as requested. Overall, new investigations conducted in response to the peer review comments have not changed our initial study findings. We still find that the project will have a nominal impact on area traffic operations and the applicant will continue to support possible City plans to address existing traffic concerns in the area.

## Response to Comments

### **Traffic**

1. Clarify why a seasonal adjustment was not applied to the existing traffic volumes.

*Seasonal adjustment factors were not applied to the existing January traffic volumes as the existing traffic and area land use conditions do not indicate significant seasonal variation in traffic volumes.*

- *The directional patterns of existing peak hour volumes indicate that the area is dominated by commuter traffic. Commuter traffic varies little by season and is likely at high levels in January when few employees take vacations.*
- *Existing operations analyses indicate intersection volume-to-capacity ratios close to 1.0 in January suggesting that there is little room peak hour for volumes to go higher in other months.*
- *The JCC campus and parcels on Wells Avenue host educational programs that contribute to peak hour traffic flows. These programs are in full operation in January.*
- *The proposed land use, senior living, is not subject to seasonal traffic variations.*
- *Historic MassDOT traffic volume data typically cited to determine seasonal adjustment factors includes only daily volumes. Peak hour traffic conditions are considered in this study. For roadways operating at or near capacity the seasonal variations observed in daily volumes may not apply to peak hour volumes.*

*Independent of the above, seasonal adjustment factors are typically applied to create a "worst case" analysis scenario. As BETA notes, (see Comment #6), the traffic study already looks at very conservative analysis conditions.*

2. Are there any short-term improvements that could be suggested by the applicant to improve the safety at the intersection of Winchester Street at Nahanton Street?

*The observed crash rate at this location is very comparable to the MassDOT crash rates for similar intersections. Consequently, no special investigation of safety conditions was conducted for this location. The City noticed an uptick in crash rates at the Winchester Street/Nahanton Street intersection soon after the signal at this location was installed in 2015. Changes were then considered by the City Traffic Council in January 2020 to the right-turn-on-red rules at this location to improve safety. The Council voted to*



Reference: 2Life Opus, Newton, MA

*maintain existing rules which prohibit right-turn-on-red from Winchester Street during commuter peak hours.*

3. This TIS was done in April 2021 and restrictions have decreased in the last few months. Please provide an update on the transportation services available to the JCC campus.

*Transportation services offered by 2Life at Coleman House prior to the Covid pandemic have been resumed. The public transportation services referenced in the study, the MBTA's The Ride and Route 52 Bus, are now operating. Also, the City has launched the NewMo ride-matching service linking commuters between the Wells Avenue area and select transit hubs in Newton.*

4. Verify that the services will resume and will not be cancelled indefinitely. This may significantly impact traffic operations in the area.

*The above services can reduce single-occupant vehicle trips generated by the proposed project. They also provide transportation for those who cannot or choose not to drive. However, the number 2Life residents, visitors and employees who may be accommodated by public transportation during commuter peak hours is relatively small compared to total number of commuters using area roadways. Consequently, the return of public transportation options will not significantly impact the project-related trip forecasts.*

*High volumes of commuter peak hour trips are made to/from Wells Avenue. Wells Avenue was not well-served by public transportation pre-pandemic. The most impactful proposal to reduce vehicular volumes in the study area is the NewMo service between Wells Avenue and nearby transit centers. This new service has the potential to accommodate a large number of commuters in the project area.*

5. The TIS stated that the 2 Wells Avenue expansion was recently completed. Please provide the completion date to confirm that the traffic volumes from this development should have been directly added to the existing January 2020 traffic volumes.

*Stantec coordinated with City planning staff during preparation of the study. City planning staff at that time informed Stantec that the 2 Wells Avenue project had not been occupied prior to the January 2020 count program. Consequently, it is appropriate that the Stantec study included projected 2 Wells Avenue traffic in the No Build traffic scenario.*

6. An 8 to 12% traffic volume increase between the existing volumes and No-Build volumes is significant considering the increase is a result of a minor growth rate and two developments.

*The projected increases are significant and highlight the fact that Wells Avenue businesses have the most significant impact on area traffic volumes and operations. Including the large volume of traffic associated with proposed new development along Wells Avenue contributed more significantly to the projected eight to 12 percent volume increase. With site specific traffic increases of this magnitude, it would have been reasonable to not also apply an overall background traffic growth rate to existing volumes. Since both a growth rate and site-specific development were considered the assumed study conditions are conservative.*

7. Although we have verified the estimated new trip data, the backup data sheets were not provided in the Appendix. For completeness, please provide the backup sheets for the trip generation calculations.

*A new version of the traffic study will be provided with the attached trip generation rate sheets included.*



8. Were signal timing adjustments or any other mitigation to improve the safety and traffic operations at the study area intersections considered?

*The operations analyses provided assume that the actuated signals in the study area will automatically adjust signal splits to address minor changes in peak hour travel demands such as those associated with the proposed project. Mitigation plans by the proposed projects on Wells Avenue include commitments to readjust signal timings as these projects, and their more significant traffic volumes, begin to impact the roadway system. The applicant is willing to evaluate signal operations after the proposed project is built and make appropriate timing changes, with City help, to optimize operations.*

9. In order to accommodate safer pedestrian connections in the study area, consideration should be given to providing pedestrian signals with marked crosswalks and accessible ramps at the Wells Avenue/JCC Driveway at Nahanton Street intersection.

*The traffic counting program reported very limited pedestrian activity at this location under existing conditions. (No pedestrian movements were recorded in either peak hour.) In order for the applicant to consider participating in the design and construction of additional pedestrian accommodations at the Wells Avenue/Nahanton Street intersection it would be preferable to have some indication that such expenses are warranted. The applicant is proposing extensive municipal mitigation payments for the project and believes this proposal should be deferred pending some positive use data and participation of the Wells Avenue businesses. The applicant is open to further discussions if Planning believes these conditions will be satisfied.*

### **Parking**

10. The total number of spaces available in each parking area (4B, 5A, 5B, 5C...) is challenging to follow in the study. A map showing the parking areas with the associated number of parking spaces per area for each building would be very helpful to be able to follow the segmented boundaries.

*A map was included in the original parking study. The space counts are indicated in the tables included in the parking study. Attached is a figure showing the future 2Lfie parking allocations.*

11. Provide an estimated number of employees in order to determine the number of parking spaces required according to the City of Newton Zoning Ordinance.

*The applicant anticipates 33 employees supporting the shared operations between the Opus project and Coleman House. This represents a net increase of 23 employees over existing staffing levels at Coleman House. Consequently, the parking requirement per the City of Newton Zoning Ordinance is calculated as follows:*

*Opus - 1 space per every 2 dwelling units - 87 spaces for 174 units*

*Employees – 1 space per three employees – 8 spaces for 23 net new employees*

*Total = 95 Spaces Required*

*178 Net New Parking Spaces Provided – 243 new spaces per the site plan less 65 spaces committed to JCC and Coleman*

12. Clarify the reason for adjusting the average ratio by 10 percent.

Reference: 2Life Opus, Newton, MA

*The ten percent adjustment was applied to provide a margin-of-error in the calculations. The parking study, and this adjustment, was reviewed and approved by VHB on behalf of the JCC.*

13. Will the parking spaces for the 2Life facility and Coleman House be signed and/or marked for the different facilities as well as for visitor, resident, and staff parking?

*2Life expects to manage parking in the manner that it has successfully managed parking at its existing facilities in Newton and elsewhere. Separate parking areas will be designated for two user groups: 1) visitors and 2) residents and staff. Current plans include 13 visitor spaces located proximate to the building entrance. Thirty of the 60 spaces adjacent to Coleman House will continue to serve Coleman House residents and staff. The remaining 30 spaces will be allocated to the JCC and 35 spaces in the new garage will be allocated to the JCC. The JCC spaces are replacement spaces for those that will be lost through elimination of the gravel lot.*

14. A summary table of the survey data collected is provided in the Appendix but the number of resident and staff spaces that were utilized is unclear. Has an analysis been done for both the Coleman House and proposed 2Life site to determine the existing and anticipated number of staff parking and resident parking spaces needed per site?

*As noted above, resident and staff parking are shared at Coleman House so the existing condition surveys did not distinguish between these two user groups. Overall, the parking study indicates a combined expected parking demand of 184 vehicles for Opus and Coleman House. The proposed combined parking supply, 238 spaces (178 net new at Opus plus 60 existing at Coleman House), significantly exceeds the parking demand indicating that 2Life can easily manage the parking supply to meet the needs of all user groups.*

15. The proposed number of parking spaces in the parking study does not match the number of parking spaces outlined in the Zoning review memo. In addition, the site plan shows 230 parking spaces. Please clarify this discrepancy.

*The parking study was prepared early in the development process to inform parking discussions between 2Life and the JCC. Plans have been revised since then. The proposal now includes 230 spaces and 13 surfaces spaces as indicated on the site plan.*

### **Site Plan**

16. Clarify how many parking spaces do not meet the minimum stall depth of 19'.

*There are five spaces that do not meet the minimum 19 feet stall depth. However, these spaces are 17 feet deep and allow for two feet of overhang at the front of the parking stalls such that the space effectively satisfies the 19 feet minimum requirement.*

17. Will charging stations be provided at the spaces marked "EV"?

*Yes. All spaces marked EV will be served by charging stations.*

18. Verify the size of vehicle that can safely park in the loading area without hindering the route of a vehicle exiting the lower garage.

*The loading area was sized to accommodate the SU-30 Design Vehicle, Single-Unit Truck, while maintaining safe access to the lower garage. Larger vehicles will be prohibited from using this loading area.*

September 2, 2021  
Mr. Michael Gleba, Senior Planner

Page 5 of 5

Reference: 2Life Opus, Newton, MA

We trust that the above adequately addresses the peer review comments. Please do not hesitate to call if you have questions.

Regards,

**Stantec Consulting Services, Inc.**



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**Richard S. Bryant, P.E.**

Senior Associate

Phone: 802 324 8454

Richard.bryant@stantec.com

Cc Elise Sellinger

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# Congregate Care Facility (253)

**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday**

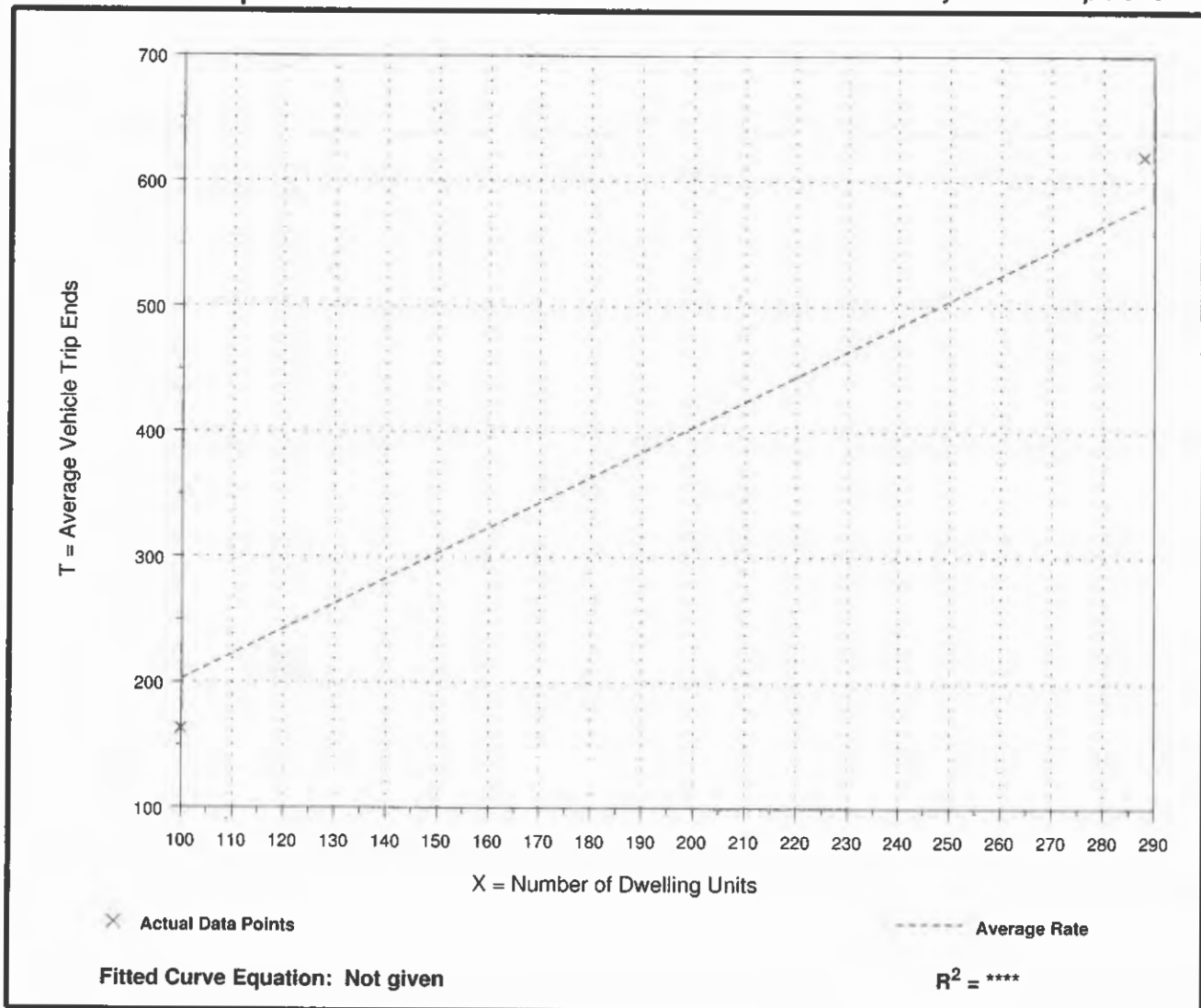
Number of Studies: 2  
Avg. Number of Dwelling Units: 194  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.02	1.63 - 2.15	*

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Congregate Care Facility (253)

**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

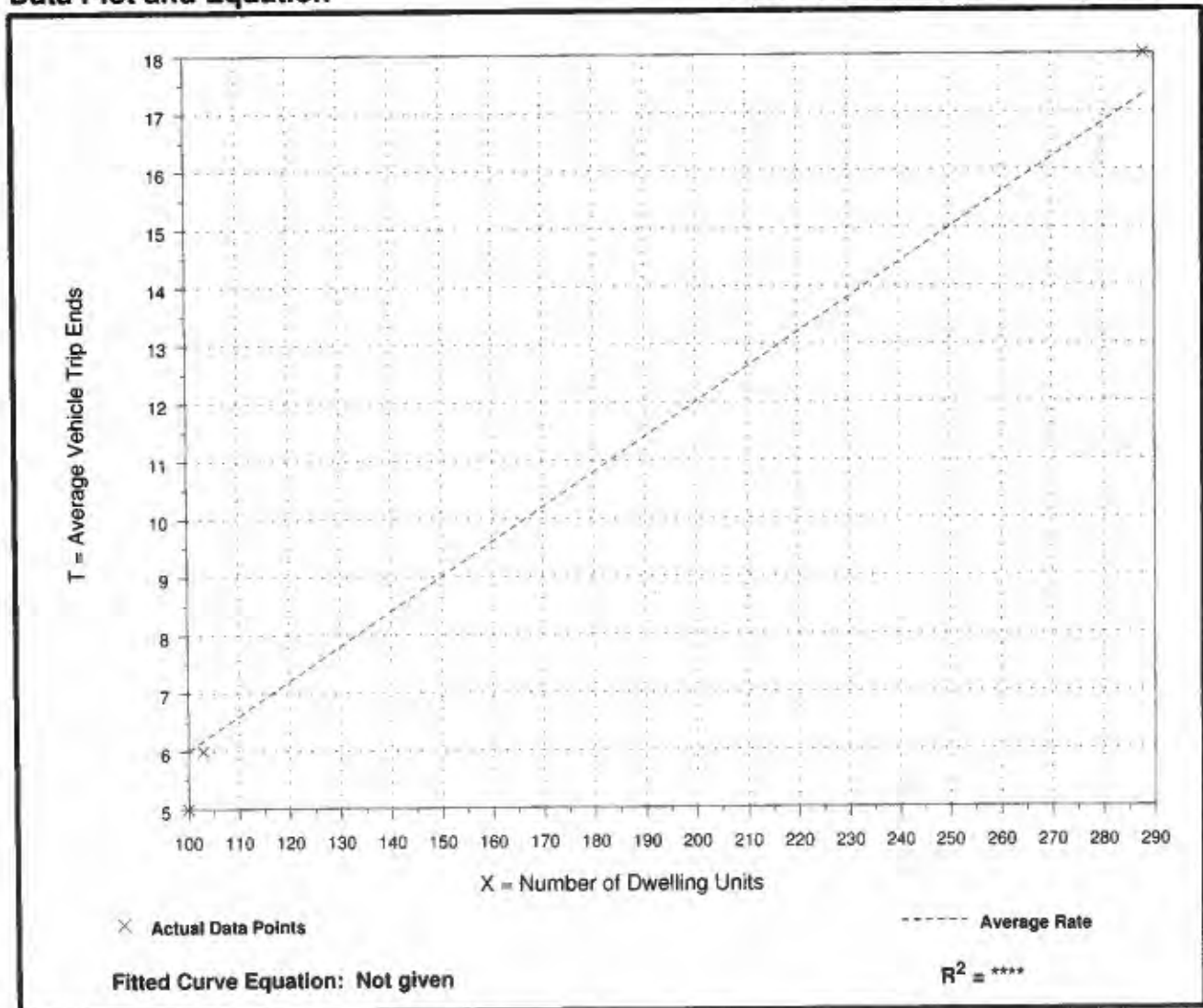
Number of Studies: 3  
 Avg. Number of Dwelling Units: 164  
 Directional Distribution: 59% entering, 41% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.05 - 0.06	0.24

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*





	<b>Two Level Garage</b>	<b>Entry Circle</b>	<b>Coleman Surface</b>	<b>Category Total</b>
<b>Coleman – All Parking Uses</b>	30	0	30	60
<b>Opus Residents</b>	140	0	0	140
<b>Opus Staff and Visitors</b>	25	13	0	38
<b>Total 2Life</b>	<b>195</b>	<b>13</b>	<b>30</b>	<b>238</b>
<b>JCC Replacement</b>	35	0	30	65
<b>Grand Total</b>	<b>230</b>	<b>13</b>	<b>60</b>	<b>303</b>

**Parking Program: 243 stalls to be constructed, 230 in the garage and 13 in entry circle**

**Assignment of stalls (incorporating existing 60 stalls in Coleman surface lot) set forth above.**

# ATTACHMENT F

City of Newton

**DEPARTMENT OF PUBLIC WORKS**  
**ENGINEERING DIVISION**  
OFFICE OF THE CITY ENGINEER  
1000 Commonwealth Avenue  
Newton Centre, MA 02459-1449

Ruthanne Fuller  
Mayor

**DATE:** September 9, 2021  
**TO:** Barney Heath, Director of Planning  
**FROM:** Louis M. Taverna, P.E., City Engineer  
**RE:** Sewer Inflow and Infiltration Mitigation Fee,  
Opus-Newton 2Life Communities  
Ordinance No. B-45  
REVISED

The City Engineer has calculated the sewer infiltration/inflow mitigation cost for this project. See calculations below. The total mitigation cost for the assumption of low flow fixtures throughout the project is \$1,549,912.

2Life's proposed Opus-Newton senior living community includes 174 apartments, of which 68 are 1- bedrooms and 106 are 2-bedrooms, for a total of 280 new bedrooms. 2Life had conversations in 2020 regarding Golda Meir House Expansion with the City Engineer. At that time, City Engineer suggested a flow calculation of 65 gallons per bedroom per day. The City allowed Golda Meir House and Haywood House, both senior living communities to be calculated at 65 gallons per day. The Opus-Newton senior living project will be LEED Gold certifiable, which includes low flow fixtures, among other water saving features. Water fixtures are expected to be at or below EPA Water Sense required flow rates, with the following flow rates specified: Shower - 2.0 GPM, Bath faucets - 0.5 GPM, Toilet - 1.28 GPF, Kitchen Faucet 1.5 GPM. Appliances will be EPA ENERGY STAR certified, and they will have the following water consumption specifications at minimum - Clothes Washer - IWF of 4.3 or less, Dishwasher - 3.5 gallons per cycle. 2Life requested that the City also allow the I&I fee for Opus-Newton to be 65 gallons per bedroom per day.

Sewer Ordinance No. B-45 states the following: For projects subject to a special permit, the City Council, for good cause shown, may abate in whole or in part the infiltration/inflow mitigation fee for a particular dwelling, building, or project.

Waiver request:

- a) *The expected impact of the development on sewer infiltration/inflow.* The development will propose to add an average of 18,200 gallons per day to the existing city sewer system. There is no existing sewer flow from the site. The city's sewer system in this area flows toward the interceptor system along the Charles River to the west. The city's sewer system downstream of the project flows northwest to the Quinobequin Road sewer pump station, where it is pumped into the Cochituate Aqueduct. A substantial portion of



this sewer flow is bypassed to the interceptor sewer along the Charles River, through the project area, during storm events.

- b) *Whether infiltration/inflow mitigation has previously been conducted in the general area and to what extent.* This project lies in sewer area 9. Sewer area 9 is scheduled to undergo substantial work related to sewer infiltration/inflow removal, as part of the city's sewer capital improvement program. Sewer flows from the project area have a direct effect on the sewer flows along Quinobequin Road. The estimated cost of design and construction of improvements in sewer area 9 approaches \$8,000,000 to \$10,000,000.
- c) *Whether the abatement will benefit the health and well-being of the public and is reasonably in the best interest of the city.* An abatement of 75% of the infiltration/inflow mitigation fee, based on low flow fixtures, is recommended by the City Engineer. This would allow the remaining 25% of the fee, or \$387,478 to be used toward the design and construction of sewer improvements in sewer project area 9. The developer should consider dedicating the abated amount of the fee towards other mitigation purposes, as recommended by the Planning Department.

I estimate the total mitigation fee to be:

$280 \text{ (Bedrooms)} * 65 \text{ (Gallons per day per bedroom)} * \$21.29 \text{ (cost per gallon)} * 4 \text{ (removal rate)} = \$1,549,912$

cc: Jen Caira  
Neil Cronin  
Michael Gleba  
John Daghlian  
Jonah Temple  
Shawna Sullivan  
James McGonagle

CITY OF NEWTON

IN CITY COUNCIL

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of a SPECIAL PERMIT/SITE PLAN APPROVAL to:

- allow a congregate living facility (§3.4.1)
- determine the density and dimensional controls (§3.1.2.A.3)
- allow assigned parking (§5.1.3.E)
- allow parking within the side setback (§5.1.8.A.1)
- allow parking within five feet of a building containing dwelling units (5.1.8.A.2)
- allow reduced parking stall width (§5.1.8.B.1)
- allow reduced parking stall depth (§5.1.8.B.2)
- allow reduced accessible stalls (§5.1.B4)
- allow a reduced aisle width (§5.1.8.C.1)
- waive perimeter landscaping requirements (§5.1.9.A.1.i)
- waive lighting requirements for outdoor parking (§5.1.10.A.1)
- allow three years to exercise this order (§7.3.2.E)

as recommended by the Land Use Committee for the reasons given by the Committee through its Chairman, Councilor Richard Lipof:

1. The specific site in a Single Residence 1 (SR1) district is an appropriate location for the proposed one hundred seventy-four-unit congregate living facility as designed as the specific site of the proposal is consistent with the existing mix of uses at the Jewish Community Campus including the uses of the Jewish Community Center and the Coleman House independent living facility. The proposed congregate living facility will complement and enhance the other uses at the Campus. (§7.3.3.C.1)

2. The proposed 174-unit congregate living facility will not adversely affect the neighborhood as it is located on a large campus adjacent to complementary uses and is sufficiently buffered from the surrounding neighborhood. (§7.3.3.C.2)
3. There will not be a nuisance or serious hazard to vehicles or pedestrians as the City's peer reviewers have reviewed site circulation, parking, and projected traffic impacts and have found that the site is well designed to accommodate the proposed project. (§7.3.3.C.3)
4. Access to the site over streets is appropriate for the types and numbers of vehicles involved as the City's peer reviewer has reviewed the proposal and the traffic study and has found that the incremental traffic from the proposed use will be minimal, particularly during peak hours. (§7.3.3.C.3)
5. The site planning, building design, construction, maintenance or long-term operation of the premises will contribute significantly to the efficient use and conservation of natural resources and energy as it has been reviewed by the City's peer reviewer and will comply with Newton's Sustainability Ordinance by meeting or exceeding the requirements of LEED certifiability at the Gold level, and will have 10% of its garage parking spaces designated for electric vehicles (EV) and an additional 10% of its garage parking spaces will be EV ready. (§7.3.3.C.5)
6. Literal compliance with the parking requirements of the Newton Zoning Ordinance (NZO) is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest or in the interest of safety or protection of environmental features. (§5.1.13)
7. The City of Newton has through plans over several years including the Comprehensive Plan (2007) and the Newton Leads 2040 Housing Strategy (2017) documented a significant and continuing need for additional housing resources, particularly for seniors. The proposal is consistent with advancing the housing goals of the City as established in these plans.
8. The proposed congregate living facility model is expected and intended to provide both shelter and the availability of pooled services to create an innovative model of housing for seniors who may not qualify for traditional inclusionary housing. In addition, the proposed project will be the first implementation of Ordinance § 5.11.11 Elder Housing with Services under which 9 of the units will be inclusionary for lower income households under Ordinance §5.11.11.
9. The Zoning Ordinance does not provide specific dimensional requirements for a congregate living facility, and therefore the Council may adopt such dimensional provisions for the project as are appropriate under the circumstances. The Council finds that the height, number of stories, setbacks, lot area per unit, lot coverage, open space and floor area ratio of the project are appropriate in view of the unique location of the project in the City, relative to the other facilities of the Campus and the adjoining properties and uses. (§7.3.3 C 1)

PETITION NUMBER: #179-21

PETITIONER: 2Life Holdings, LLC

ADDRESS OF PETITIONER: 30 Wallingford Road  
Brighton, MA 02135

LOCATION: A portion of 677 Winchester Street together with a portion of 333 Nahanton Street, on a new lot to be created containing 255,538 sq. ft. being portions of land known as Section 83 Block 35 Lots 0004 and 00004B,.

OWNER: 2Life Coleman Limited Partnership

ADDRESS OF OWNER: 30 Wallingford Road  
Brighton, MA 02135

TO BE USED FOR: A 174-unit congregate living facility with associated common facilities, amenities and parking.

EXPLANATORY NOTES: Special permits per §7.3.3:

- allow a congregate living facility (3.4.1)
- allow a building with more than 20,000 square feet
- determine the density and dimensional controls (3.1.2.A.3)
- allow reduced parking stall width (§5.1.8.B.1)
- allow reduced parking stall depth (§5.1.8.B.2)
- allow reduced accessible stalls (§5.1.B4)
  
- allow a reduced aisle width (5.1.8.C.1)
- waive perimeter landscaping requirements (5.1.9.A.1.i)
- waive lighting requirements for outdoor parking (5.1.10.A.1)
- allow three years to exercise this order (7.3.2.E)

ZONING: Single Residence 1 (SR1)

Approved subject to the following conditions:

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this Special Permit/Site Plan Approval shall be located and constructed consistent with
  - a. A consolidated set of engineering and architectural plans entitled “2Life Opus Communities, 677 Winchester Street and 333 Nahanton Street,” prepared by Stantec Consulting and Perkins Eastman, dated May 5, 2021, and revised through September 13, 2021 consisting of the following sheets:
    - i. Cover Sheet
    - ii. Existing Conditions Plan
    - iii. Sheet LU - L101 JCC Campus Site Plan (333 Nahanton Street)
    - iv. Sheet LU - L102 JCC Remaining Lot Plan
    - v. Sheet LU – L301 Opus Site Plan
    - vi. Sheet LU – L401 Grading Plan/Average Grade Plane Calculation
    - vii. Sheet LU – L 501 Planting Plan
    - viii. Sheet LU – L601 Site Details
    - ix. Sheet LU – L701 Photometric Plan
    - x. Sheet LU – C100 Utility Plan
    - xi. Sheet LU – C101 Drainage Plan
    - xii. Sheet LU – C200 Utility Details
    - xiii. Sheet LU – C201 Utility Details
    - xiv. Sheet LU 100.1 Level 8 Floor Plan
    - xv. Sheet LU – 100.2 Level A Floor Plan
    - xvi. Sheet LU – 101 First Floor Plan
    - xvii. Sheet LU – 102 Second Floor Plan
    - xviii. Sheet LU – 103 Third Floor Plan
    - xix. Sheet LU – 104 Fourth Floor Plan
    - xx. Sheet LU – 105 Fifth Floor Plan
    - xxi. Sheet LU – 106 Sixth Floor Plan
    - xxii. Sheet LU – 201 Exterior Elevations
    - xxiii. Sheet LU – 202 Exterior Elevations
2. In accordance with the City’s Inclusionary Zoning Ordinance, §5.11.11, the Project shall include nine (9) affordable housing units (the “Inclusionary Units”), as follows:
  - a. Nine (9) of the residential units in the Project shall be made available to households earning up to 80% of Area Median Income (AMI), as designated by the U.S. Department of Housing and Urban Development.
3. The Petitioner, the Project, and the Inclusionary Units shall comply with all applicable provisions of the City’s Inclusionary Zoning Ordinance, §5.11, in effect as of the date of this

Special Permit/Site Plan Approval, regardless of whether such requirements are set forth herein.

4. The bedroom mix of the Inclusionary Units shall be equal to the bedroom mix of the market-rate units in the Project. The proposed mix of the Inclusionary Units is:

	1BR no den 1.5 bath	1BR + den 1.5 bath	2BR no den 1.5 bath	2BR no den 2 bath	2 BR + den 2 bath
Inclusionary Units	1	2	2	2	2

The final bedroom mix shall be reviewed and approved by the Director of Planning and Development prior to the issuance of a building permit for the Project.

5. Monthly housing costs (inclusive of entrance fees, rent, utility costs for heat, water, hot water and electricity and access to all amenities and services offered to residents in the building as included within their base rent), must not exceed 15% of the applicable household income limit for that Inclusionary Unit and shall otherwise be consistent with Inclusionary Zoning Ordinance, § 5.11.11.D.
6. Prior to commencing any pre-sale or pre-marketing activities, the Petitioner must submit an Affirmative Fair Housing Marketing & Resident Selection Plan (AFHMP) for review and approval by the Director of Planning and Development. The Affirmative Fair Housing Marketing and Resident Selection Plan must meet the requirements of DHCD’s guidelines for Affirmative Fair Housing Marketing and Resident Selection and be consistent with §5.11.8. of the Inclusionary Zoning Ordinance. The units will be affirmatively marketed and leased through a lottery. The nature and extent of the local preference scheme included in any final AFHMP submitted to DHCD for its review and approval shall be in accordance with the applicable provisions of the City’s Revised Ordinances and/or Zoning Ordinance governing the percentage of local preferences for Inclusionary Units in a project in effect at the time of such submission to DHCD.
7. Prior to the issuance of any building permits for the vertical construction of the Project, the Petitioner shall provide an updated Inclusionary Housing Plan for review and approval by the Director of Planning and Development in accordance with §5.11.8 of the Inclusionary Zoning Ordinance.
8. Prior to the issuance of any temporary or final occupancy certificates for the Project, the Petitioner, the City, and if applicable DHCD will enter into a Regulatory Agreement and Declaration of Restrictive Covenants, in a form approved by the City of Newton Law Department, which will establish the affordability restriction for the Inclusionary Units in perpetuity.
9. To the extent permitted by applicable regulations of DHCD, the Inclusionary Units shall be

eligible for inclusion on the State's Subsidized Housing Inventory (SHI) as Local Action Units through DHCD's Local Initiative Program.

10. The Inclusionary Units shall be designed and constructed subject to the provisions of the Inclusionary Zoning Ordinance, §5.11.7.
11. Inclusionary Units, and their associated parking spaces, shall be proportionally distributed throughout the Project and be sited in no less desirable locations than the market-rate units, and the locations of such units and parking spaces shall be reviewed and approved by the Director of Planning and Development prior to the issuance of a building permit for the Project.
12. No residential unit or building shall be constructed to contain or be marketed and/or sold as containing more bedrooms than the number of bedrooms indicated for said unit in the Project Master Plans referenced in Condition #1.
13. Any room that meets the minimum dimensional and egress requirements to be considered a bedroom under the state building code and Title 5 regulations shall be counted as a bedroom for purposes of determining the required bedroom mix of the Inclusionary Units in accordance with the Inclusionary Zoning Ordinance.
14. The petitioner shall comply with the City's Tree Preservation Ordinance §21-80 et seq.
15. Prior to the issuance of any building permit for the Project, the petitioner shall provide an Approval Not Required ("ANR") or "81X" plan creating the lot for construction of the proposed project to the City Engineer for review and approval. Once approved, the plan must be recorded at the Middlesex South Registry of Deeds. A certified copy of the plan shall be submitted to the Engineering Division of Public Works and the Commissioner of Inspectional Services.
16. With the exception of those stalls associated with the Inclusionary Units, charges for parking stalls shall be separate and in addition to ("unbundled") from rent and other charges for residential tenants.
17. All residential units will conform to the Massachusetts Architectural Access Board (MAAB) requirements for "Group 1" units. In addition, per MAAB guidelines, 5% of the new units shall be designed as "Group 2A" units, which are designed spatially for immediate wheelchair use. The design and construction of the site and proposed structure shall comply with Massachusetts Architectural Access Board regulations and the Fair Housing Act.
18. The trash and recycling disposal shall be handled by a private entity and collection shall be scheduled at such times to minimize any disruption of the on-site parking and shall comply with the City's Noise Control Ordinance.
19. The Petitioner shall comply with all applicable sustainable design provisions of the Revised Ordinances.
20. The Petitioner shall achieve and/or implement all sustainability strategies as indicated in a document entitled "City of Newton – Rating System Narrative – Sustainable Development

Design, 2Life Opus, Winchester Street, Newton, Massachusetts,” prepared by New Ecology, dated May 4, 2021, which shall be incorporated into the Project.

21. Prior to the issuance of any building permit for the Project the Petitioner shall consult with an independent green building professional/LEED Associate on the design and construction of the building, and achieve and/or implement the following measures which shall be incorporated into the Project:
  - a. the buildings shall meet or exceed LEED certifiability at the Gold level under the LEED Multifamily Midrise Version 4 rating system;
  - b. the majority of the exterior façade will be composed of durable low maintenance materials (such as brick and cementitious panels) that will increase the longevity and minimize maintenance in the future;
  - c. only LED lighting will be used throughout the project;
  - d. the applicant will review the use of high efficiency electric central VRF or air source heat pumps to handle the heating and cooling of the building in order to reduce fossil fuel use;
  - e. all HVAC and appliances shall be electric, and appliances shall be “Energy Star”-rated (or functional equivalent), (except that domestic hot water equipment may utilize natural gas as an energy source, and natural gas may be used for appliances in the commercial kitchen);
  - f. exterior building insulation and air barriers shall be continuous;
  - g. the parking area will be outfitted with twenty three (23) electric vehicle (EV) charging stations. In addition, conduit will be installed to facilitate future installation of an additional twenty three (23) EV charging stations;
  - h. drought tolerant and indigenous plants will be the predominant species installed in the landscape;
  - i. roof areas shall be mapped so as to consolidate rooftop HVAC equipment and penetrations to the greatest degree possible to maximize potential for the solar PV installation;
  - k. fundamental commissioning tests shall be performed to assure continuous air, vapor and water barriers.
23. The Petitioner has committed to monitor relevant new technologies and analyze, review and discuss with the Director of Planning and Development the following sustainability strategies, prior to the issuance of any building permit for the Project, in order to determine their feasibility and the possible return on investment if they were to be implemented:
  - a. installing rooftop solar photovoltaic panels to offset building electrical usage;
  - b. installing additional exterior insulation beyond Stretch Code requirements;
  - c. maximizing the use where appropriate for low embodied carbon materials and rapidly renewable materials;
  - d. commissioning HVAC systems at substantial building completion.



24. Prior to the issuance of any building permit for the Project, the Petitioner shall receive approval from the City Council, through its Public Facilities Committee, to extend the sewer line to the site. Any required easements shall be approved by the City Council, recorded at the Middlesex South Registry of Deeds, shall be provided to the Engineering Division of Public Works, and the Department of Planning and Development.
25. Prior to the issuance of any building permit for the Project, the Petitioner shall develop and submit a Stormwater Pollution Prevention Plan for review and approval by the City Engineer. During construction, the Petitioner shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site.
26. The Petitioner shall make payments in the aggregate amount of \$387,478 to the City for municipal infrastructure improvements, which amount shall be deemed to satisfy the Petitioner's obligation for inflow and infiltration (I&I) mitigation in accordance with Section 29-169 of the Revised Ordinances of Newton, Massachusetts, 2017 (hereinafter, "Revised Ordinances"). Payments shall be made as follows:
  - a. \$193,739 prior to the issuance of any building permit for the Project.
  - b. \$193,739 prior to the issuance of any occupancy certificate (temporary or final) for the final dwelling unit in the Project.
27. The Petitioner shall make payments in the aggregate amount of \$1,162,434 to the City for accessibility and/or connectivity improvements including items such as but not limited to trail construction, sidewalk and/or bike lane construction, bike and pedestrian signal improvements, bike share, and/or shuttle (NewMo) contribution in the vicinity of the Project.
  - a. The Petitioner's payments shall be made to a municipal account designated for such mitigation and improvements as follows
    - i. \$581,217 prior to the issuance of any building permit for the Project.
    - ii. \$581,217 prior to the issuance of any occupancy certificate (temporary or final) for the final dwelling unit in the Project
28. The Petitioner shall analyze, review, and discuss with the Director of Planning and Development and the City Engineer, the following sustainability strategies, prior to the issuance of any building permit for the Project, in order to determine their feasibility and the possible return on investment if they were to be implemented:
  - a. A rain harvesting system to capture roof rainwater.
  - b. Low Impact Design (LID) strategies in the design of the stormwater management system.
  - c. Permeable pavement and pavers to be utilized as part of the LID strategy.
29. Prior to the issuance of any Building Permit pursuant to this Special Permit/Site Plan Approval, the petitioner shall provide a final Operations and Maintenance Plan (O&M) for stormwater

management to the Engineering Division of Public Works for review and approval. Once approved, the O&M must be adopted by the petitioner and recorded at the Middlesex South District Registry of Deeds. A copy of the recorded O&M shall be filed with the Engineering Division of Public Works, the City Clerk, the Commissioner of Inspectional Services, and the Director of Planning and Development.

30. The Petitioner shall do the following to remediate pest and rodent activity:

- a. Prior to issuance of any demolition permit, the petitioner shall hire a licensed Pest Control Operator to assess the property for pest and rodent activity and develop and implement a pest remediation action plan to eliminate the activity and prevent off-site migration. The plan shall include the target pest, the methods for eliminating activity prior to demolition, and plan for preventing pest migration off-site during demolition and construction.
- b. A copy of the Pest Control inspection report and the remediation action plan shall be submitted to the Planning and Development Department, Inspectional Services Department, and the Health and Human Services Department for review and approval prior to issuance of any demolition or building permit.
- c. The Pest Control Operator shall implement the approved remediation action plan, monitor the site for the duration of the project, and take whatever action necessary to control pest infestation and migration. The Pest Control Operator shall maintain a written record of all pest control measures performed and shall provide progress reports to Inspectional Services Department and the Health and Human Services Department upon request.
- d. Prior to issuance of any temporary certificate of occupancy, the Pest Control Operator shall file a final report with the Inspectional Services Department and the Health and Human Services Department summarizing the methods used, whether off-site migration occurred, the frequency and dates of service, and a post-construction site and neighborhood assessment.
- e. In the event any demolition or construction activity causes off-site pest migration, the petitioner shall offer rodent abatement services on an as needed basis for all properties within a 300 foot radius of the site, subject to owner authorization of such properties.

31. Prior to the issuance of any building permit for the Project the petitioner shall submit a Construction Management Plan (CMP) for review and approval by the Commissioner of Inspectional Services, the Director of Planning and Development, and the City Engineer. The CMP shall be in compliance with all applicable policies and ordinances in effect at the time of submission. The Petitioner shall comply in all material respects with the Construction Management Plan, which shall be consistent with and not in conflict with relevant conditions of this Order and shall include, but not be limited to, the following provisions:

- a. 24-hour contact information for the general contractor of the project.

- b. Hours of construction: construction shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 7:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays except in emergencies, and only with prior approval from the Commissioner of Inspectional Services. The petitioner shall consider local traffic and pedestrian activity in determining hours and routes for construction vehicles.
  - c. The proposed schedule of the project, including the general phasing of the construction activities and anticipated completion dates and milestones.
  - d. Site plan(s) showing the proposed location of contractor and subcontractor parking, on-site material storage area(s), on-site staging areas(s) for construction materials and construction and delivery vehicles and equipment, and location of any security fencing.
  - e. Proposed methods for dust control including, but not limited to: covering trucks for transportation of excavated material; minimizing storage of debris on-site by using dumpsters and regularly emptying them; using tarps to cover piles of bulk building materials and soil; locating a truck washing station to clean muddy wheels on all truck and construction vehicles before exiting the site.
  - f. Proposed methods of noise control, in accordance with the City of Newton's Ordinances. Staging activities should be conducted in a manner that will minimize off-site impacts of noise. Noise producing staging activities should be located as far as practical from noise sensitive locations.
  - g. Tree preservation plan to define the proposed method for protection of any existing trees to remain on the site.
  - h. The CMP shall also address the following:
    - safety precautions;
    - construction materials,
    - parking of construction workers' vehicles,
    - anticipated dewatering during construction;
    - site safety and stability;
    - impacts on abutting properties;
    - proposed method of noise and vibration control.
  - i. The CMP shall include a vibration control plan that includes a study of projected vibration impacts and a monitoring program to be implemented with regular reporting.
32. The Applicant shall be responsible for securing and paying police details that may be necessary for traffic control throughout the construction process as required by the Police Chief.

33. No building permit shall be issued pursuant to this Special Permit/Site Plan approval until the Petitioner has:

- a. Recorded a certified copy of this Council Order and the companion Council Order Docket #201-21 with the Middlesex South Registry of Deeds.
- b. Filed a copy of such recorded Council Orders with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.
- c. Obtained a written statement from the Department of Planning and Development that confirms the final building permit plans and façade elevations are consistent with plans approved in Condition #1.
- d. Submitted a final Inclusionary Housing Plan for review and approval by the Director of Planning and Development that is certified as compliant by the Director of Planning and Development with the information required to be included in such Plan pursuant to §5.11.8. of the Zoning Ordinance.
- e. Submitted final landscaping, planting and hardscape materials plans consistent with the plans approved in Condition #1 for review and approval by the Director of Planning and Development.
- f. Submitted final building façade materials plans consistent with the plans approved in Condition #1 for review and approval by the Director of Planning and Development.
- g. Submitted a copy of the recorded plan required by Condition #14.
- h. Submitted final engineering, utility, and drainage plans, and an Operations and Maintenance plan for Stormwater Management, for review and approval by the City Engineer. A statement certifying such approvals shall have been filed with the City Clerk, the Commissioner of Inspectional Services, and the Director of Planning and Development.
- i. Submitted a final Construction Management Plan (CMP) for review and approval by the Commissioner of Inspectional Services in consultation with the Director of Planning and Development, the Fire Department, the Commissioner of Public Works, the City Engineer, and the Director of Transportation.
- j. Submitted, pursuant to §5.13.6. of the Zoning Ordinance, an updated rating system checklist, rating system narrative, energy narrative, credentials of the green building professional, affidavit from the green building profession, and credentials of the project's green commissioning agent for review and approval by the Director of Planning.

34. The Petitioner shall be responsible for repairing any and all damage to public ways and property caused by any construction vehicles. All repair work shall be done prior to the issuance of a final Certificate of Occupancy, unless the Commissioner of Public Works

determines that the damage to the public way is so extensive that it limits the use of the public way. In such case the repair work must be initiated within one month of the Commissioner making such determination and shall be conducted consistent with City Construction Standards, and shall be completed within an appropriate time frame, as determined by the Commissioner.

35. Prior to the issuance of any Certificate of Occupancy pursuant to this Special Permit/Site Plan Approval, the Petitioner, City, and DHCD will enter into, and record at the Middlesex South Registry of Deeds, a Regulatory Agreement and Declaration of Restrictive Covenants, in a form approved by the City of Newton Law Department and DHCD, which will establish the affordability restriction for the Inclusionary Units in perpetuity.
36. No occupancy permit for the use covered by this Special Permit/Site Plan Approval shall be issued until the Petitioner has:
  - a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect and civil engineer certifying compliance with Condition #1.
  - b. Submitted to the Department of Inspectional Services, the Department of Planning and Development, and the Engineering Division final as-built survey plans in paper and digital format.
  - c. Filed with the Department of Inspectional Services and the Department of Planning and Development a statement by the City Engineer certifying that all engineering details for the project site have been constructed to standards of the City of Newton Public Works Department.
  - d. Filed with the Department of Inspectional Services a statement by the Director of Planning and Development approving final location, number, and type of plant materials, final landscape features and fencing consistent with the plans referenced in Condition 1.
  - e. Submitted to the Law Department copies of fully executed Regulatory Agreements and Affordable Housing Restriction for all Inclusionary Units, in accordance with Conditions #7-8.
  - f. Provided evidence satisfactory to the Law Department that the Regulatory Agreements for all Inclusionary Units have been recorded at the Southern Middlesex District Registry of Deeds, as appropriate.
  - g. Inclusionary Units shall be completed and occupied no later than the completion and occupancy of the Project's market-rate units. If the Inclusionary Units are not completed as required within that time, temporary and final occupancy permits may not be granted for the number of market-rate units equal to the number of Inclusionary Units that have not been completed.
  - h. Submitted, pursuant to §5.13.6.C of the Zoning Ordinance, an updated rating system checklist, rating system narrative, energy narrative, credentials of the green building professional, affidavit from the green building profession, credentials of the project's

- green commissioning agent, an affidavit signed by the green commissioning agent certifying that the pre-construction commissioning process requirements have been met and that post-construction commissioning will be met, and an affidavit that the green building professional has reviewed all relevant documents and that the documents indicate the project was built to achieve LEED Gold level for review and approval by the Director of Planning
37. Notwithstanding the provisions of Condition #36(d) above, the Commissioner of Inspectional Services may issue one or more certificates of temporary occupancy for all or portions of the building prior to installation of required on-site landscaping/exterior hardscape improvements required per the approved plans. Prior, however, to issuance of any temporary certificate of occupancy pursuant to this condition, the Commissioner of Inspectional Services shall require that the Petitioner first file a bond, letter of credit, cash or other security in the form satisfactory to the Law Department in an amount not less than 135% of the value of the aforementioned remaining improvements.
38. All on-site landscaping associated with this Special Permit/Site Plan Approval shall be installed and maintained in good condition. Any plant material that becomes diseased and/or dies shall be replaced on an annual basis with similar material.

CITY OF NEWTON

IN CITY COUNCIL

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of a SPECIAL PERMIT/SITE PLAN APPROVAL to:

- amend special permits #175-18, #292-93, and #147-79, #147-79(2), #147-79(3) to permit the transfer of 218,583 square feet of land from 333 Nahanton Street to 2Life Holdings, LLC for the construction of a congregate living facility.
- amend special permit #175-18 to modify Condition 13(f).
- amend special permit #175-18 to modify Condition 16.
- allow three years to exercise this amendment (§7.3.2.E)

as recommended by the Land Use Committee for the reasons given by the Committee through its Chairman, Councilor Richard Lipof:

1. The site is an appropriate location for the proposed amendments to Council Orders #175-18, #147-79, #147-79(2), #147-79(3) and #292-93 as the buildings, programs and functions of the Jewish Community Center are all remaining in place and remain appropriate to the location and as the special permit is amended the property will continue to comply with the conditions of all prior board orders except as enumerated herein. (§7.3.3.C.1)
2. The proposed amendments to Council Orders #175-18, #147-79, #147-79(2), #147-79(3) and #292-93 will not adversely affect the neighborhood and the operations of the Jewish Community Center will be enhanced by the consolidation of its parking and by the enhancement of programming opportunity through the construction and operation of the 2Life Communities “Opus” project. (§7.3.3.C.2)
3. The proposed amendments to Council Orders #175-18, #147-79, #147-79(2), #147-79(3) and #292- will not create a nuisance or serious hazard to vehicles or pedestrians and will bring the overflow parking area closer to the main facility (§7.3.3.C.3)

4. Access to the site over streets is appropriate for the types and numbers of vehicles as the site will continue to have adequate access. The entrance of the proposed project onto Nahanton Street will be through the four-way controlled intersection. (§7.3.3.C.4)
5. Literal compliance with the parking requirements of the Newton Zoning Ordinance (NZO) is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest or in the interest of safety or protection of environmental features. (§5.1.13)

PETITION NUMBER: #201-21

PETITIONER: Jewish Community Centers of Greater Boston, Inc.

ADDRESS OF PETITIONER: 333 Nahanton Street  
Newton, MA 02459

LOCATION: A portion of 333 Nahanton Street, on land known as Section 83 Block 35 Lots 0004, on a new lot to be created pursuant to Council Order Docket # 179-21

OWNER: Jewish Community Centers of Greater Boston, Inc.

ADDRESS OF OWNER: 333 Nahanton Street  
Newton, MA 02459

TO BE USED FOR: Multi-purpose facility in accordance with Council Order #175-18

EXPLANATORY NOTES: Special permits per §7.3.3:

- amend special permits #175-18, #147-79, #147-79(2), #147-79(3) and #292-93 to:
  - permit the transfer 218,583 square feet of land from 333 Nahanton Street to 2Life Holdings, LLC or designee for the construction of a congregate living facility;
  - modify Condition 13(f) of #175-18 to permit a seven story building on the JCC Campus and
  - amend special permit #175-18 to modify Condition 16 to include a “funding guarantee” of the Combined Jewish Philanthropies.
- allow three years to exercise this amendment (7.3.2.E)
- to provide that the recording of the ANR or 81X plan referred to in Council Order #179-21



ZONING: Single Residence 1 (SR1)

This special permit amends special permits #175-18, #147-79, #147-79(2), #147-79(3) and #292-93 only as set forth herein. All other provisions are still in full force and effect.

Approved subject to the following conditions:

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this Special Permit/Site Plan Approval shall be located and constructed consistent with
  - a. The following sheets within a consolidated set of engineering and architectural plans entitled "2Life Opus Communities, 677 Winchester Street and 333 Nahanton Street," prepared by Stantec Consulting and Perkins Eastman, dated May 5, 2021, and revised through September 13, 2021:
    - i. Sheet LU - L101 JCC Campus Site Plan (333 Nahanton Street)
    - ii. Sheet LU - L102 JCC Remaining Lot Plan
2. No occupancy pursuant to this Special Permit/Site Plan approval shall occur until the Petitioner has:
  - a. Recorded a certified copy of this Council order with the Middlesex South Registry of Deeds.
  - b. Filed a copy of such recorded Council order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.