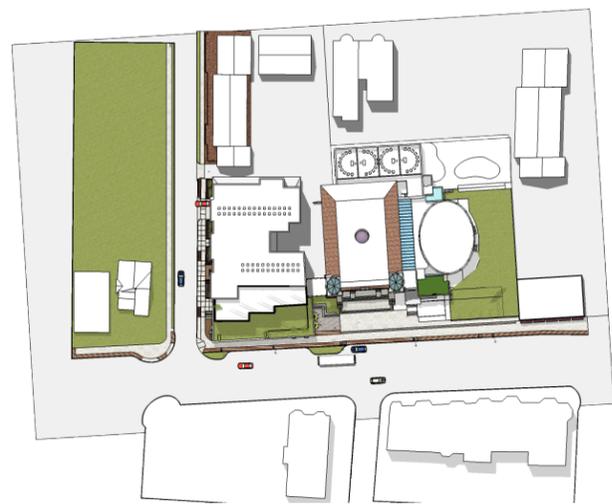
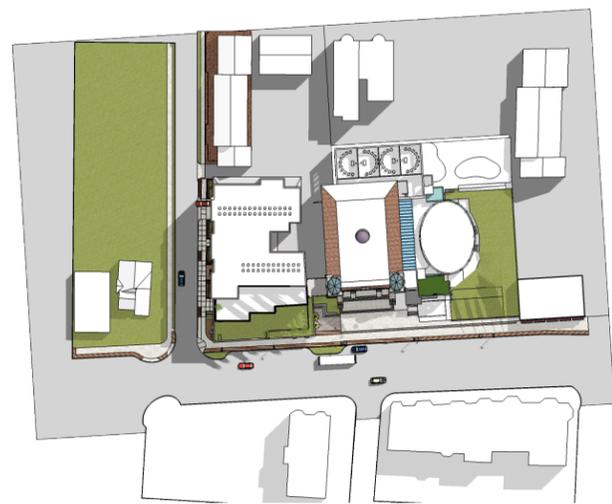


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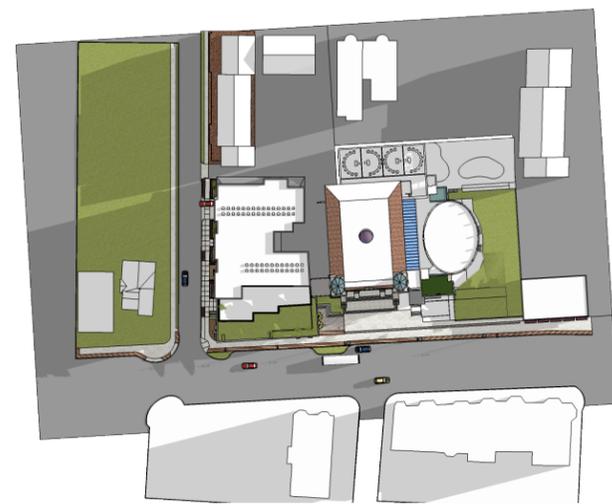
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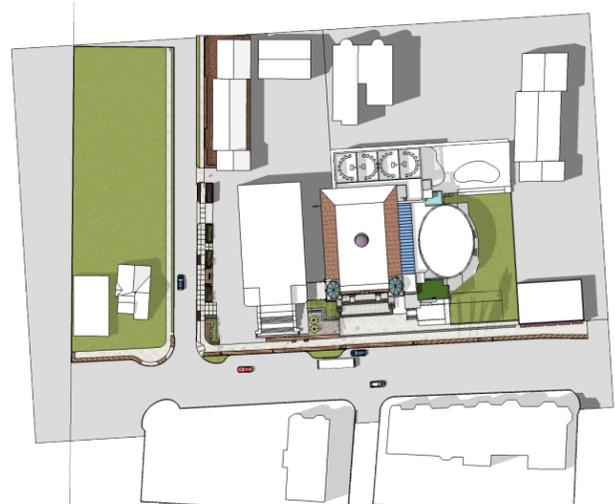
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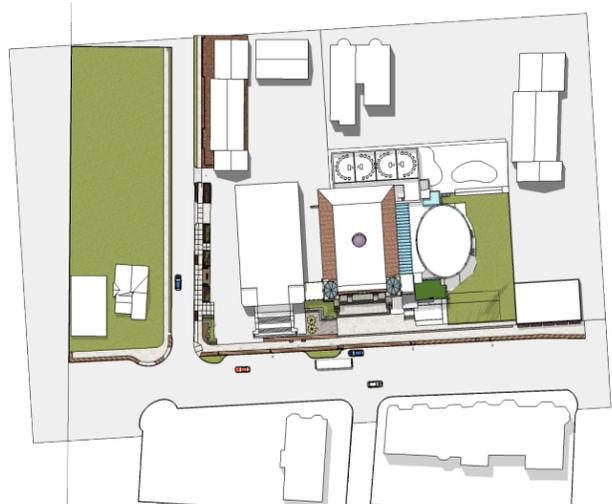


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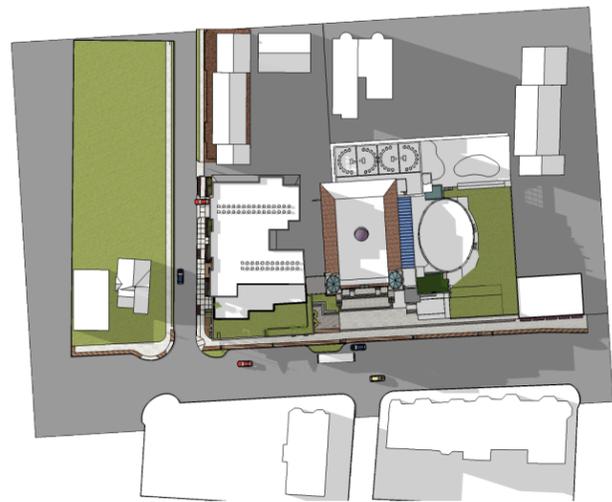
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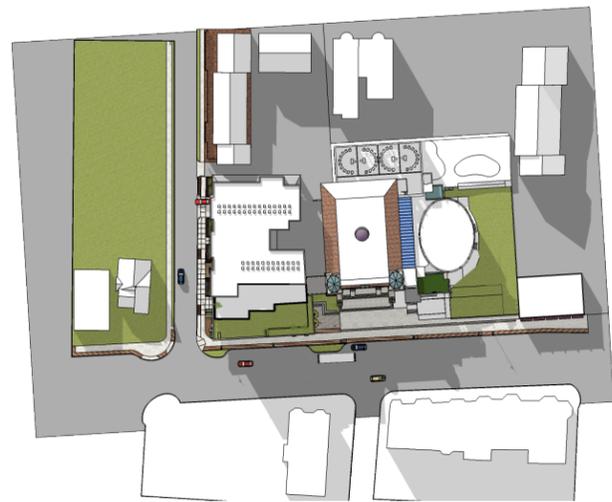
Shadow Study-Summer

June 21 



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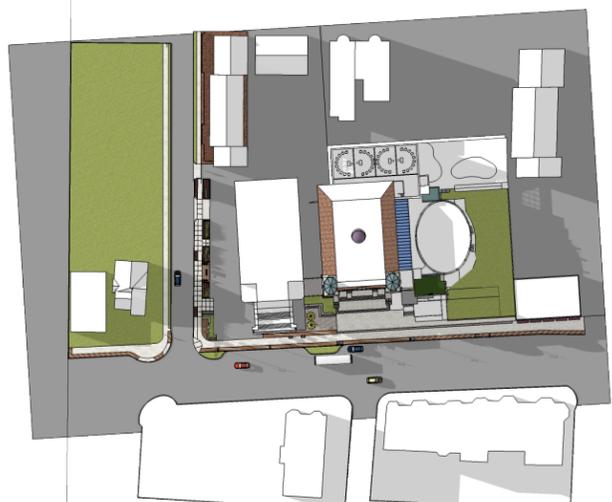
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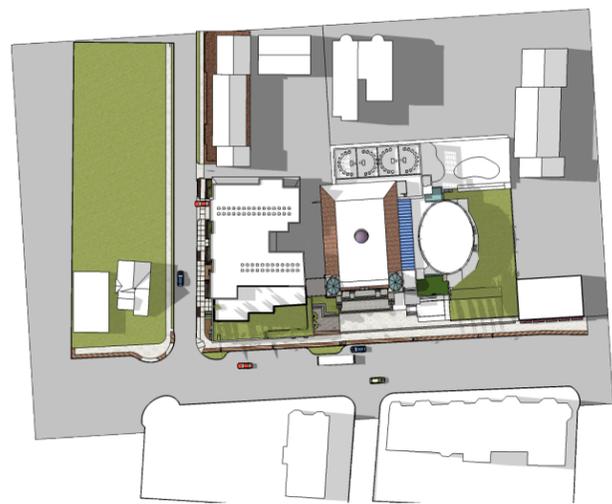
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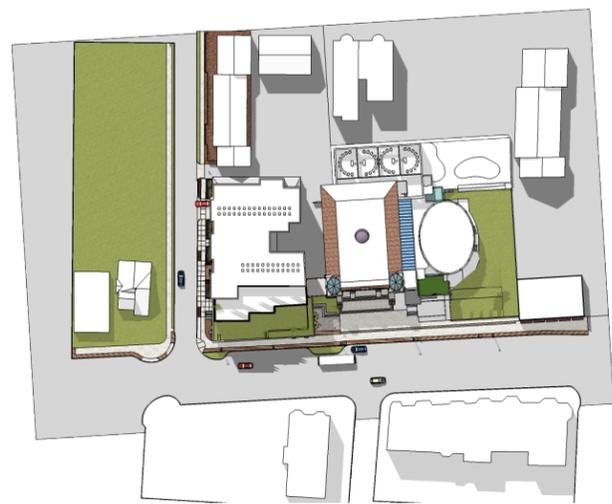
Shadow Study-Winter

December 21 

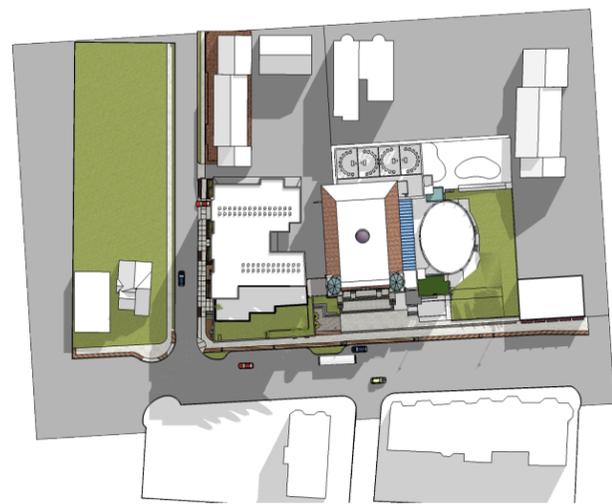


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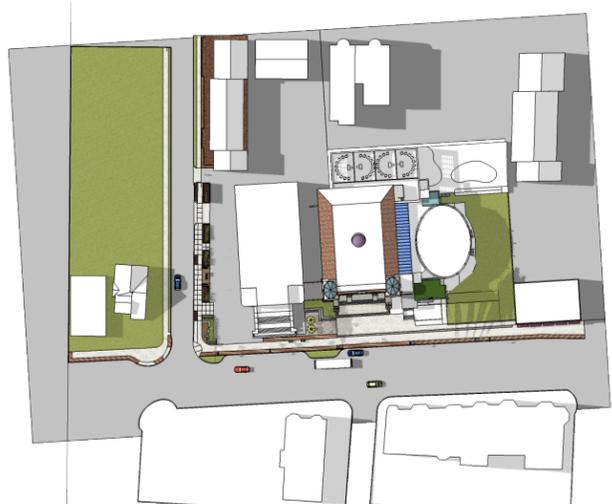
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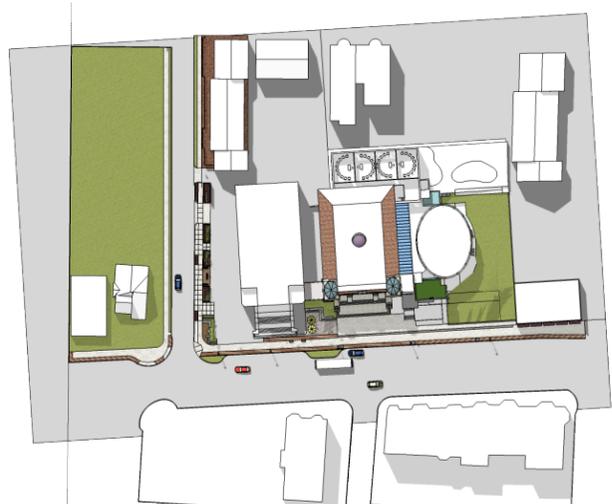


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Shadow Study-Spring/Fall

March 20/September 22





PROPOSED BUILDING

JCHE - 384 HARVARD STREET
BROOKLINE, MASSACHUSETTS

SITE PLAN
OCTOBER 28, 2016



JCHE COMMUNITY MEETINGS & PRESENTATIONS LIST FOR 370-384 HARVARD STREET

Date	Description of Project Meeting	Location of Meeting	Approx. # of attendees
August 19, 2015	Neighborhood Meeting	Novakoff Hall- KI	Approx. 50 people
September 24, 2015	Neighborhood Meeting	Novakoff Hall- KI	Approx. 30 people
May 16, 2016	Neighborhood Meeting	Novakoff Hall- KI	Approx. 45 people
May 17, 2016	Presentation to Brookline Housing Advisory Board	Town Hall	Approx. 10 people
June 28, 2016	Presentation to the Board of Selectmen	Town Hall	Approx. 50 people
July 25, 2016	Presentation to the Brookline CAN Livable Community Advocacy Committee	Senior Center	Approx. 20 people
August 16, 2016	Presentation to the Board of Selectmen	Town Hall	Approx. 50 people
September 1, 2016	Abutters Meeting- Condominium Association	KI- Library	Approx. 8 people
September 6, 2016	Abutters Meeting- Williams Street Neighbors	24 Williams Street	Approx. 19 people
September 14, 2016	Presentation to the Brookline Council on Aging	Senior Center	Approx. 20 people
September 15, 2016	Exhibit Booth at the Brookline CAN Annual Meeting	Senior Center	Approx. 100 people
November 2, 2016	Abutters Meeting- Condominium Association	15 Williams Street	4 Board members
November 3, 2016	Abutters Meeting- Williams Street Neighbors	24 Williams Street	Approx. 10 people

COMMUNITY FEEDBACK	JCHE PROJECT RESPONSE 370-384 HARVARD STREET
<i>Design</i>	
Fit neighborhood and retain importance of synagogue architecture	✓ High quality design with neighborhood contextual architecture; building height and setbacks correspond to synagogue
More street life, vibrancy to Harvard Street	✓ Ground floor community/retail space knits together retail area along Harvard Street between Coolidge Corner and JFK Crossing.
Need for green space and public seating	✓ Pocket park with public seating on Harvard St, a courtyard between the building and the KI, and a green roof. Revised building plans to increase the initial set back on Williams Street by 4 ft to accommodate additional green space and a seating area for neighbors.
Space for community gatherings	✓ Community will have access to programs and retail space at the new building which will enable an increase in intergenerational opportunities.
Want buffer from townhomes to Harvard St	✓ New building continues to buffer townhomes from Harvard Street
Increase the number of two-bedrooms	✓ Building floor plan reconfigured to increase the number of two bedrooms from 4 to 9.
<i>Traffic</i>	
Limit car traffic and congestion on Williams Street	✓ Main entrance to building has pick-up/drop-off area on Harvard Street; pre-school entrance moved off of Williams Street
Limit car and truck traffic in shared driveway with condo association	✓ New building was pushed back to the rear property line and raised up approximately 2 ft in order to accommodate a new driveway. KI's loading dock was relocated to facilitate truck access through the new driveway.
Business activity located on Harvard Street	✓ Main entrance on Harvard Street has pick-up/drop area for residents, loading area for deliveries and building services
Make the building car-free for residents to reduce congestion	✓ Created a Transportation Demand Management Plan which includes a number of initiatives to provide increased access to van services, public transportation and car sharing options for residents, staff and visitors.
Reduce the number of emergency vehicles	✓ Allocated one apartment for a site representative to staff the building 24/7 as a first response to emergency pull cords.
No trash pickup in rear of building	✓ Trash for new building will be placed out on Williams Street in Town-issued containers so no truck back-up will be required.

384 Harvard Street, Brookline

Brookline, MA

REVISIONS:

ORIGINAL ISSUE:
COMPREHENSIVE PERMIT
SUBMISSION
10/28/16
SCALE: AS NOTED

CONTEXT
PLAN

L-801
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384 Harvard Street, Brookline

Brookline, MA

REVISIONS:

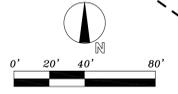
NO.	DATE	DESCRIPTION

ORIGINAL DATE:
COMPREHENSIVE PERMIT
SUBMISSION
10/28/16

SCALE: AS NOTED

CONTEXT
PLAN

L-802
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JCHE Housing – Site Section Along Williams Street

12-06-2016



WILLIAMS ST.

JCHE Housing – Site Section Along Harvard Street

12-06-2016



Transportation Demand Management Plan (TDMP)

Proposed Congregation Kehillath Israel Senior Living Community
370-384 Harvard Street
Brookline, MA
December 5, 2016

PURPOSE

The purpose of this Transportation Demand Management Plan (TDMP) is to ensure that the future traffic and parking impacts of the Proposed Congregation Kehillath Israel Senior Living Community are generally consistent with the forecasts provided to Town boards during the project permitting process. These forecasts are defined in a letter from Stantec to Ms. Rhonda Spector of Jewish Community Housing for the Elderly (JCHE) dated October 28, 2016 and summarized herein. The TDMP lists transportation related performance goals for the project and describes measures that JCHE will employ to meet these goals. A traffic monitoring program is defined describing how project performance will be measured.

PROJECT DESCRIPTION

Congregation Kehillath Israel is entering into a long-term lease agreement with JCHE to redevelop a portion of their property at 370-384 Harvard Street in Brookline as an independent senior living community. The existing Epstein Auditorium building adjacent to Williams Street would be removed and replaced with 62 senior living units, including 53 one-bedroom units and nine two-bedroom units. Staffing for the residential building includes four employees. Less than 5000 square feet of first floor retail space is also proposed fronting Harvard Street to serve resident and neighborhood needs.

The proposed project includes 14 on-site parking spaces. The planned allocation of these spaces is as follows:

Congregation Kehillath Israel	3 spaces
Accessible Space	1 space
Car Share	2 spaces
Retail Employees	2 spaces
<u>JCHE</u>	<u>6 spaces</u>
Total	14 spaces

This allocation is subject to change depending upon actual observed parking needs. Access to the parking would be by way of a new driveway at Williams Street. The proposed driveway will be approximately 20 feet wide.

MANAGEMENT PLAN

JCHE seeks to create a nearly "car free" community thereby limiting the number of vehicle trips generated to and from the project site and minimizing neighborhood parking demands. A



December 2, 2016

designated JCHE employee will be responsible for implementing this TDMP and for coordinating with the Town and others on transportation matters. The plan includes separate strategies targeted for each of the three user groups at the site: employees; residents; and, visitors.

Employees The proposed project will house independent seniors and consequently requires very limited on-site staffing (unlike assisted living communities or nursing homes). The four JCHE staff members expected at the site and the expected two employees in the retail space will be allowed use of the on-site parking spaces. In addition to site specific employees, JCHE will have other staff traveling to the property to provide periodic programming and activities such as fitness, computers, arts and culture, and life-long learning. These infrequent JCHE employees will be instructed to use the on-site, JCHE-designated parking spaces if available or to park in metered spaces along Harvard Street or in the Town of Brookline's Fuller Street lot. JCHE will reimburse their parking costs. The measures will ensure that employees will not use on-street parking in the abutting residential neighborhood.

Residents Residents will comprise the largest component of the site population and will not be allowed to park vehicles at the site. An extensive resident "on boarding" or "intake" process is proposed to explain the restrictions on vehicle ownership and the many alternative travel services available to support car-free living. These services and incentives/conveniences offered to support their use are listed below. For those services listed below that charge a fee, JCHE will provide an \$80 move-in transportation credit for residents to use at their discretion.

- Massachusetts Bay Transit Authority (MBTA)-Bus service is provided along Harvard Avenue between Harvard Square and Dudley Station from 5 AM to 1 AM. The service, Route 66, located less than one block away from the Project Site, operates at eight to 12 minute headways during peak hours. It makes connections with MBTA Green Line, Red Line and Orange Line services. Seniors, age 65 and over, can ride for a discount with a Senior CharlieCard. JCHE will facilitate use of MBTA services by:
 - Working with the Town and MBTA to construct shelters at nearby bus stops along Harvard Avenue and
 - Making MBTA route maps, schedules and passes available to residents on site.
- ZipCar/Car Share-At least one and up to two ZipCar (or other car share provider) spaces will be provided on site for use by site residents. Residents with driver's licenses will be able to use the vehicles when needed on a subscription basis. JCHE will facilitate use of the car share service by taking the actions describe below:
 - The car share program will be fully explained to residents as part of the on-boarding process and employees will be available on site to explain the program to residents at any time after intake.
 - The car share vehicles will be available to neighborhood residents as well as JCHE residents. (Expanded access to the all neighborhood residents may help to reduce some of the existing on-street parking demands as neighborhood residents may choose to own and park fewer vehicles.)



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- The Ride-The MBTA also operates THE RIDE paratransit service which provides door-to door, shared-ride transportation to eligible people who cannot use fixed-route transit (bus, subway, trolley) all or some of the time because of a physical, cognitive or mental disability. JCHE will facilitate use of THE RIDE service by taking the actions describe below:
 - THE RIDE program will be fully explained to residents as part of the on-boarding process and employees will be available on site to explain the program to residents at any time after intake;
 - Removal of parking is proposed from a portion of Harvard Avenue adjacent to the site to create a pick-up/drop-off zone for the project and for residents who may use the THE RIDE service.
 - The new pick-up/drop-off zone will be enhanced by constructing curb extensions to better define and protect this area.
- Uber/Lyft-Uber and Lyft match drivers with passengers who request rides through a smartphone app and passengers pay automatically through the app. These services are available in Brookline. JCHE will facilitate use of these ride-matchings services by taking the actions describe below:
 - Uber and Lyft services will be fully explained to residents as part of the on-boarding process and employees will be available on site to explain the program to residents at any time after intake;
 - Removal of parking is proposed from a portion of Harvard Avenue adjacent to the site to create a pick-up/drop-off zone for residents using Uber or Lyft.
 - The new pick-up/drop-off zone will be enhanced by constructing curb extensions to better define and protect this area.
- BETS and Brookline ElderBus-Brookline Elderly Taxi Service (BETS) and the Brookline ElderBus are two additional transportation services available to residents. The BETS program offers a 50 percent discount on cabs for low-to-moderate income Brookline residents up to 80% of area median income. At least 75% of our residents will be eligible for the BETS service. The Brookline Council on Aging operates the ElderBus transporting seniors for a nominal donation to local libraries, shopping areas, grocery stores and the senior center. It presently operates along Centre Street and Winchester Street to the rear of the project site. JCHE will facilitate use of these services by taking the actions describe below.
 - BETS and the Brookline ElderBus services will be fully explained to residents as part of the on-boarding process and employees will be available on site to explain the services to residents at any time after intake.
 - JCHE will work with the Council on Aging to determine if the ElderBus route could be modified to include a stop at the project site on Harvard Street.



December 2, 2016

- Removal of parking is proposed from a portion of Harvard Avenue adjacent to the site to create a pick-up/drop-off zone for residents using these services.
- The new pick-up/drop-off zone will be enhanced by constructing curb extensions to better define and protect this area.
- JCHE Transportation Service-JCHE provides wheelchair-accessible shuttle bus services for residents at all of its other Boston-area senior housing facilities. The staff and equipment used to provide these services rotates from site to site Monday through Friday. The destinations of the shuttle bus services include local grocery stores to serve our diverse resident population such as Market Basket, Stop & Shop, Trader Joe's, Ming's Chinese Supermarket as well as area malls for household and apparel purchases such as the Natick Mall, IKEA, Ocean State Job Lot. On occasion, JCHE also provides shuttle bus service for group outings to museums, casinos and area cemeteries. JCHE will include the proposed facility in this rotation. In addition to JCHE van service, staff will actively pursue transportation collaborations with other area senior housing communities.

Visitors Visitors represent the third component of the site population and will include residents' friends and family, caregivers and retail customers. As noted, there is no dedicated visitor parking on site. Consequently, the following actions will be taken to encourage travel by alternative modes for these groups.

- Work with the Town to provide a bike rack for short-term bike parking at the front of the site either on the site or in the Harvard Street right-of-way.
- During the on-boarding process provide residents with information that they can share with visitors regarding the availability of public transportation services and the locations of metered, off-site municipal parking lots. Maps will be provided to define driving routes to the lots and walking routes from the lots to the site.

Perhaps the largest number of visitors to the site will be home care workers hired by residents. The Brookline Council on Aging (COA) in conjunction with the Brookline Transportation Department developed the PARC Program to address the parking needs of caregivers who serve the residents of Brookline. Caregivers may apply for temporary parking permits that would allow them to park beyond the Town's two-hour parking time limit, if necessary, for client visits. As such, caregivers may look to park along residential streets in the site vicinity. JCHE seeks to minimize project related parking demands on neighborhood streets and will therefore communicate directly with members of this group to fully understand and manage their travel behaviors. Specifically, JCHE will:

- As part of the on-boarding process provide residents with information to share with these workers regarding the availability of public transportation for site access and the location of suitable parking areas;
- Work with both building residents and other nearby affordable senior housing providers to encourage the utilization of home care workers serving multiple clients and thereby reducing the overall number of potential caregivers and parking needs.



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- Request that home aides use a sign-in/sign out sheet for every visit to track arrival times, departure times, travel mode and, for those who drive, parking location and provide this information to the designated JCHE transportation coordinator to continually improve transportation access to the Project for residents, visitors and staff.
- Communicate with home aides upon arrival regarding the preference for the use of public transportation and preferred parking areas.

PERFORMANCE GOALS

Performance goals for the proposed project from a transportation perspective relate to vehicle trip generation. The goals are based on forecasts prepared for the project during the local permitting phase and presented in the above-referenced letter report dated October 28, 2016 prepared by Stantec. Traffic forecasts and current goals for the project include:

- 12 morning peak hour site generated vehicle trips and generated to or from the site during the midday peak hour;
- 15 evening peak hour site generated vehicle trips.

The traffic impact and parking study indicates that if these goals are met the project will have only a nominal impact on area traffic operations.

PERFORMANCE MONITORING

The performance of the proposed facility from a transportation perspective will be monitored periodically to determine if the above-referenced goals are being met. Monitoring will be conducted by a qualified transportation consultant from 7 to 9 AM and from 4 to 6 PM and include:

- A count of vehicles entering and exiting the site by 15-minute intervals and
- A count of the number of vehicles parked or circulating on site at 15-minute intervals.
- A count of the number of 911 calls at the site.

The count program will be conducted on a typical weekday on a date to be approved by the Town in advance of the study. The study data and findings will be presented in written form to the Town within 30 days of completing the study

The traffic study will be conducted approximately three months following the building achieving essentially full occupancy and no later than 12 months following the opening. If the building is not fully occupied 12 months after opening a second survey will be conducted when full occupancy is achieved.

The designated transportation coordinator for the site will submit the survey results to the Town.