



STRATEGIC LAND VENTURES



COMPLETED PROJECTS

SLV has successfully completed the following apartment communities since 2019 for its own account, which total over \$400 million in total development costs.

SLV led all facets of development on these projects including:

Site Selection & Land Acquisition

Conceptual Design and 40B Comprehensive Permit

Project Design, Construction Feasibility, GC Bid Process

Debt and Equity Capitalization. \$150 million in Institutional Equity & \$250 million in Construction Debt

Oversight of Construction & Project Close-Out

Marketing, Pre-Leasing & Lease-Up



THE SANCTUARY AT HERRING BROOK

60 Waterfront Apartment Homes

132 Chief Justice Cushing Highway, Scituate, MA
Completed Fall 2022



BANCROFT LOFTS

258 Apartment Homes - Historic Mill Renovation

59 Fountain Street, Framingham, MA
Phase I - Completed Spring 2020



THE SANCTUARY AT WINCHESTER NORTH

147 Apartment Homes

19-35 River Street, Winchester, MA
Completed Fall 2023



THE SANCTUARY AT WINCHESTER WEST

96 Apartment Homes

416 Cambridge Street, Winchester, MA
Completed Fall 2023

COMPLETED PROJECTS



THE BROOKLINER
108 Apartment Homes - 12,000 SF CVS

5 Washington Square, Brighton, MA
Completed Summer 2023



DWELL 85
58 Units

85 Plymouth Street, Bridgewater, MA
Completed Summer 2021



HATHON
190 Apartment Homes
Partnership with Toll Brothers Apartment Living

39 Main Street, Medway, MA
Completed Summer 2023

SLV PIPELINE: PROJECTS IN PERMITTING



THE SANCTUARY ON EAST

981, 989 & 1015 East Street, Walpole, MA

Friendly 40 B Comprehensive Permit (LIP) - Permits Anticipated Spring 2024

Projected Completion 2026-27



SLV gained site control in 2023. Immediate proximity to downtown shops, restaurants and public transportation. The project is currently in the permitting stages.

142-unit apartment project

1.9 acres

179,000 sf

171 parking spaces

SLV PIPELINE: PROJECTS IN PERMITTING



THE SANCTUARY AT MANCHESTER BY THE SEA

0 School Street, Manchester-By-The-Sea, MA

40 B Comprehensive Permit



SLV has had site control since 2019 and designed this project. Ideally located on Shingle Hill, just north of Route 128, the project is currently in the permitting stages.

136-unit luxury multifamily development

23.3 acres; 262,000 SF

220 parking spaces

SLV PIPELINE: PROJECTS IN PERMITTING



BANCROFT LOFTS - PHASE II

75 Fountain Street, Framingham, MA

Projected Permits Q2 2024

Projected Completion 2026-27



The second phase of the Bancroft Lofts redevelopment consisting of 293 apartment homes overlooking Farm Pond. A short walk to the Framingham MBTA Station and Downtown Framingham. Once completed, the project will total 551 units.

293 units

330,000 sf

345 parking spaces

SANCTUARY LIVING

An extension of Strategic Land Ventures is our Sanctuary Living brand, premier creators of elevated apartment homes.



SANCTUARY
LIVING

Simplify Your Life in Curated Style.

OUR VISION

With a thoughtful approach to contemporary design, we set the stage with stylish comfort, complete with sophisticated amenities so residents can fully immerse themselves in creating their own unique and elevated living experience.

OUR LIFESTYLE

Our common spaces feature state-of-the-art fitness rooms, meticulously appointed great rooms including chef's kitchens, fireplaces, flat screen TVs, sofa seating and outdoor living areas with pergolas, grills, fire pits and much more.

OUR HOMES

Each of our Sanctuary Communities feature open floorplans, high-end finishes, smart technology and an abundance of modern conveniences and amenities.

OUR NEIGHBORHOODS

Sanctuary Living is located in some of greater Boston's most desirable and affluent communities. An abundance of restaurants, shops, golf courses, beaches, walking trails, open-air markets and public transportation are at your doorstep.

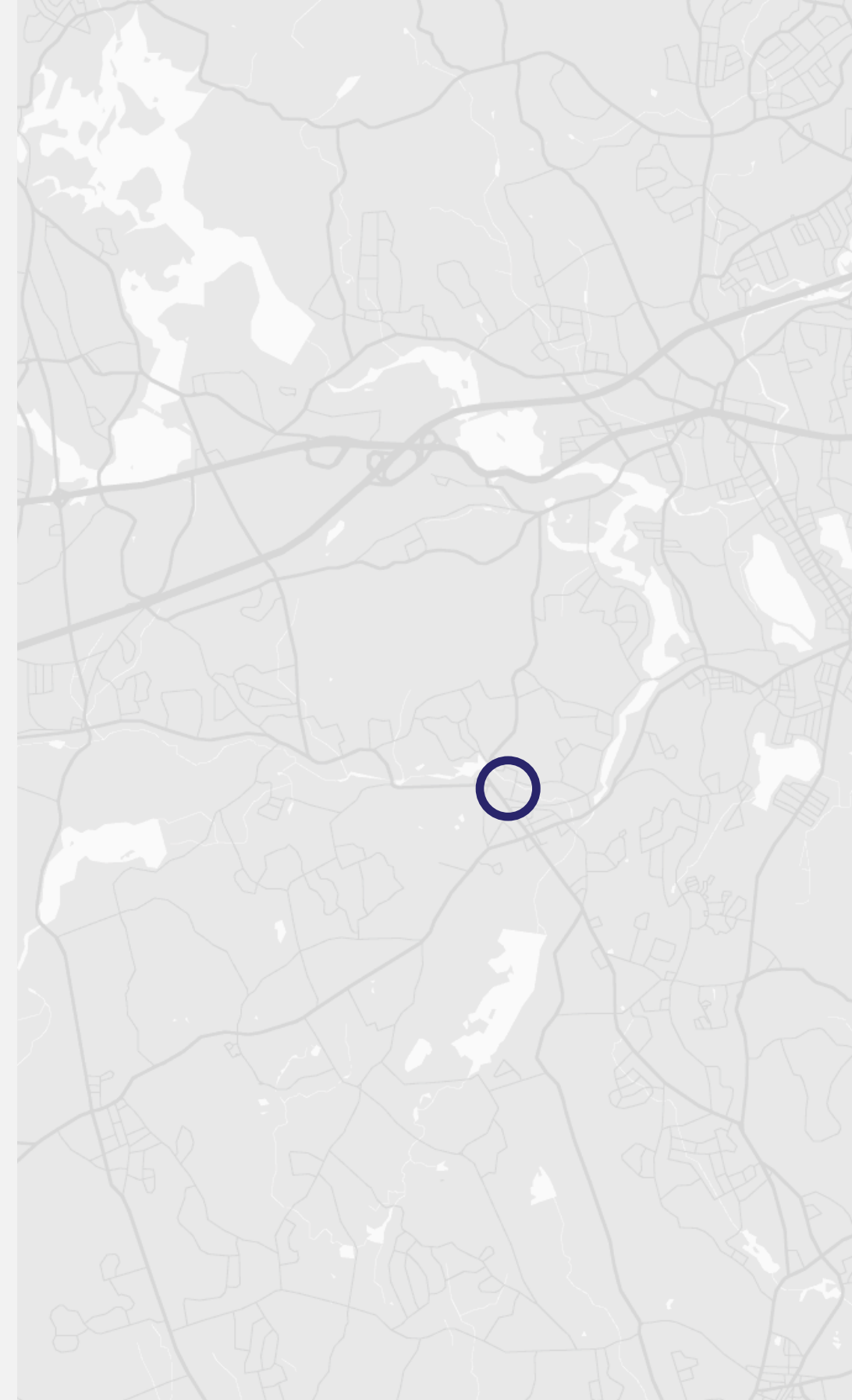


257 Hillside Avenue
Needham, MA 02492

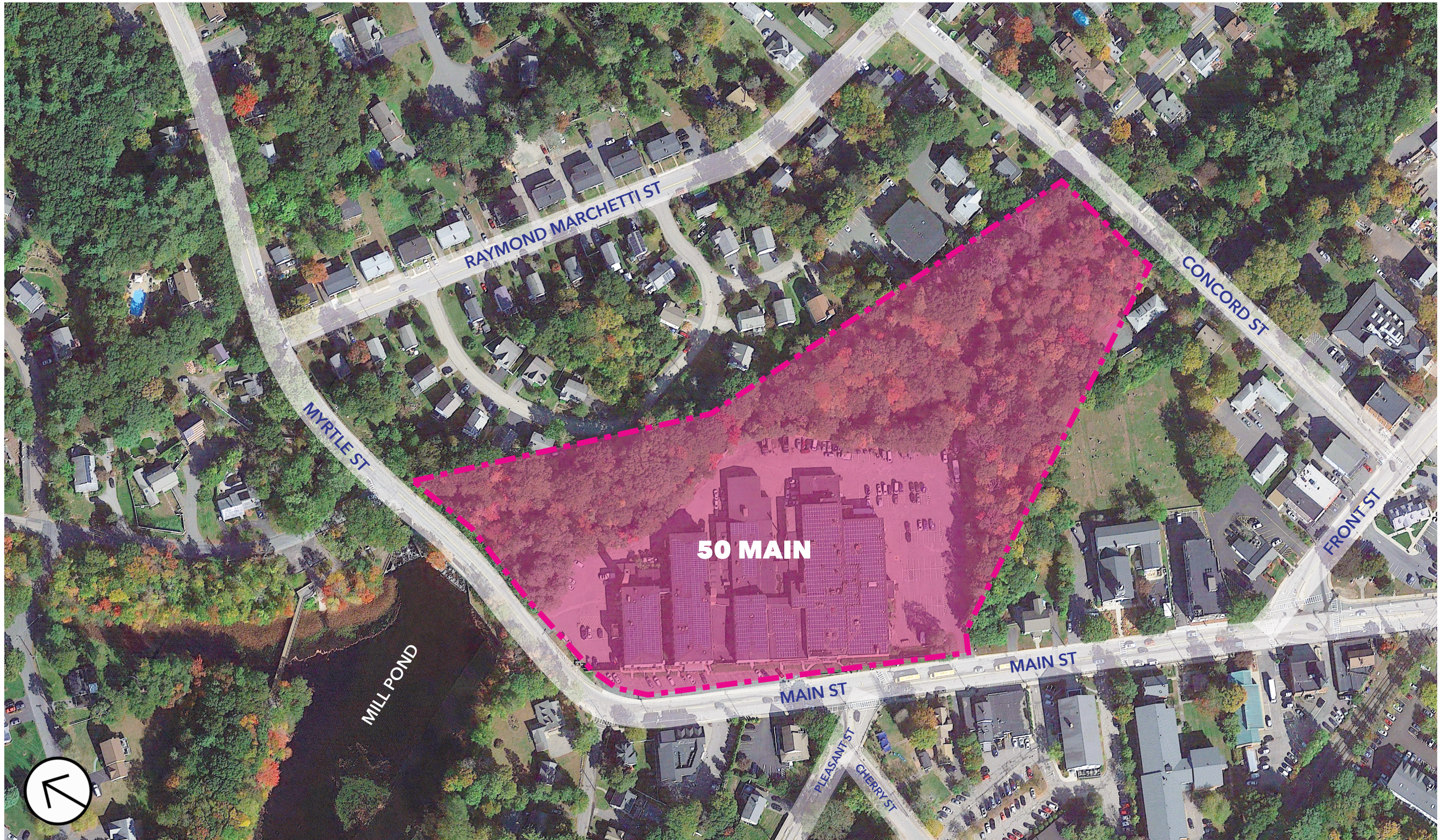
strategiclandventures.com
info@strategiclandventures.com

50 MAIN ST

ASHLAND, MA 01721



EMBARC







VIEW 01



VIEW 02



VIEW 03

SITE FROM MAIN ST - LOOKING NORTH

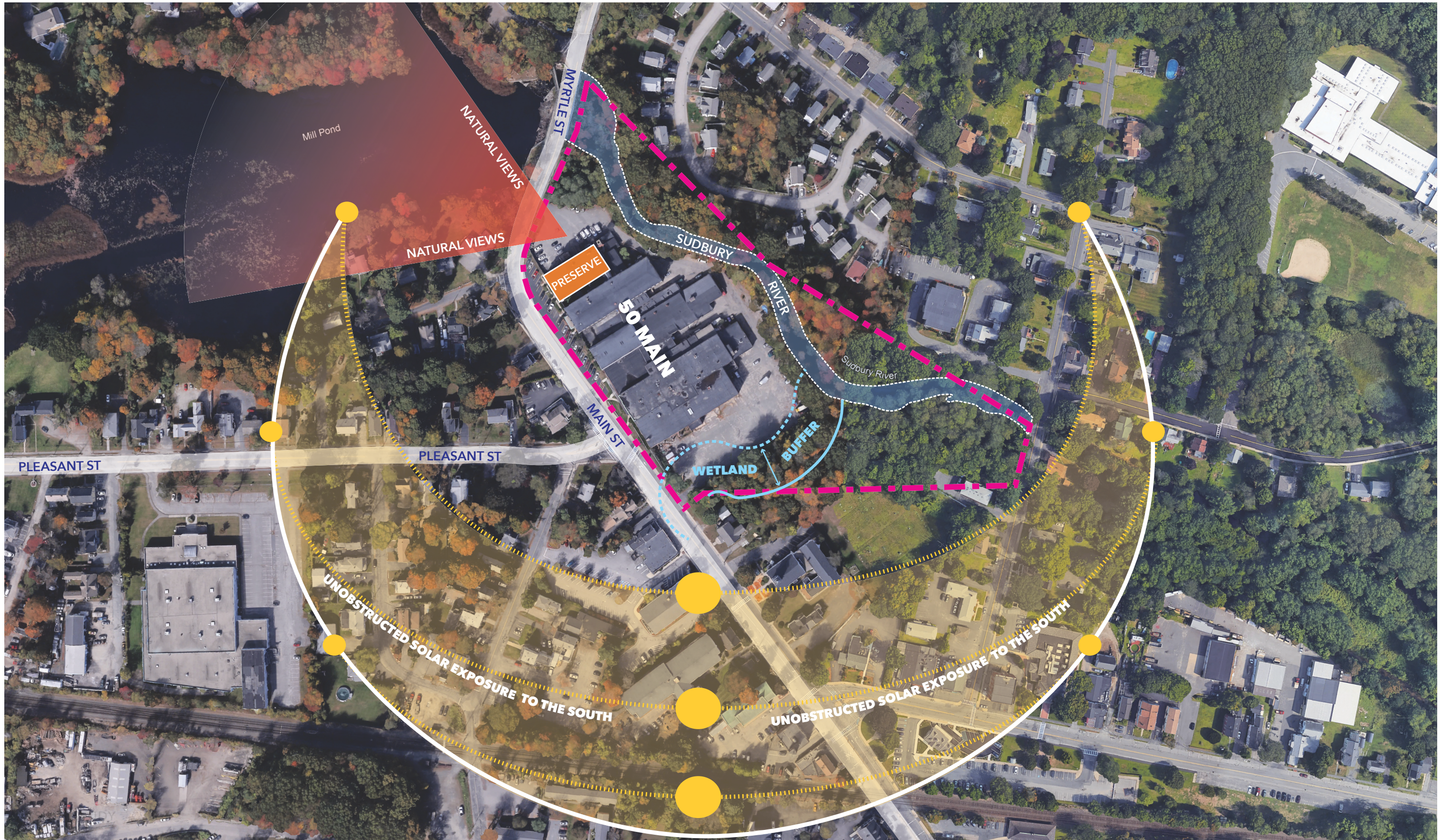


VIEW 04

EMBARC

SITE FROM MAIN ST - LOOKING NORTHWEST

50 MAIN ST | 7



UNIT BREAKDOWN

FLOOR	TOTAL	S	1 BR	2 BR	3 BR	TOTAL
GARAGE	78,600 GSF	0	0	0	0	--
FLOOR 1	53,685 GSF	8	31	5	5	49
FLOOR 2	53,685 GSF	6	37	12	5	60
FLOOR 3	50,725 GSF	5	37	9	5	56
FLOOR 4	44,145 GSF	4	33	6	5	48
FLOOR 5	33,940 GSF	3	24	5	5	37
	BEDROOMS	26	162	74	75	337
TOTAL	314,780 GSF	26	162	37	25	250

10% 65% 15% 10%

TOTAL PARKING COUNT = 390
 COVERED = 211
 UNCOVERED = 179





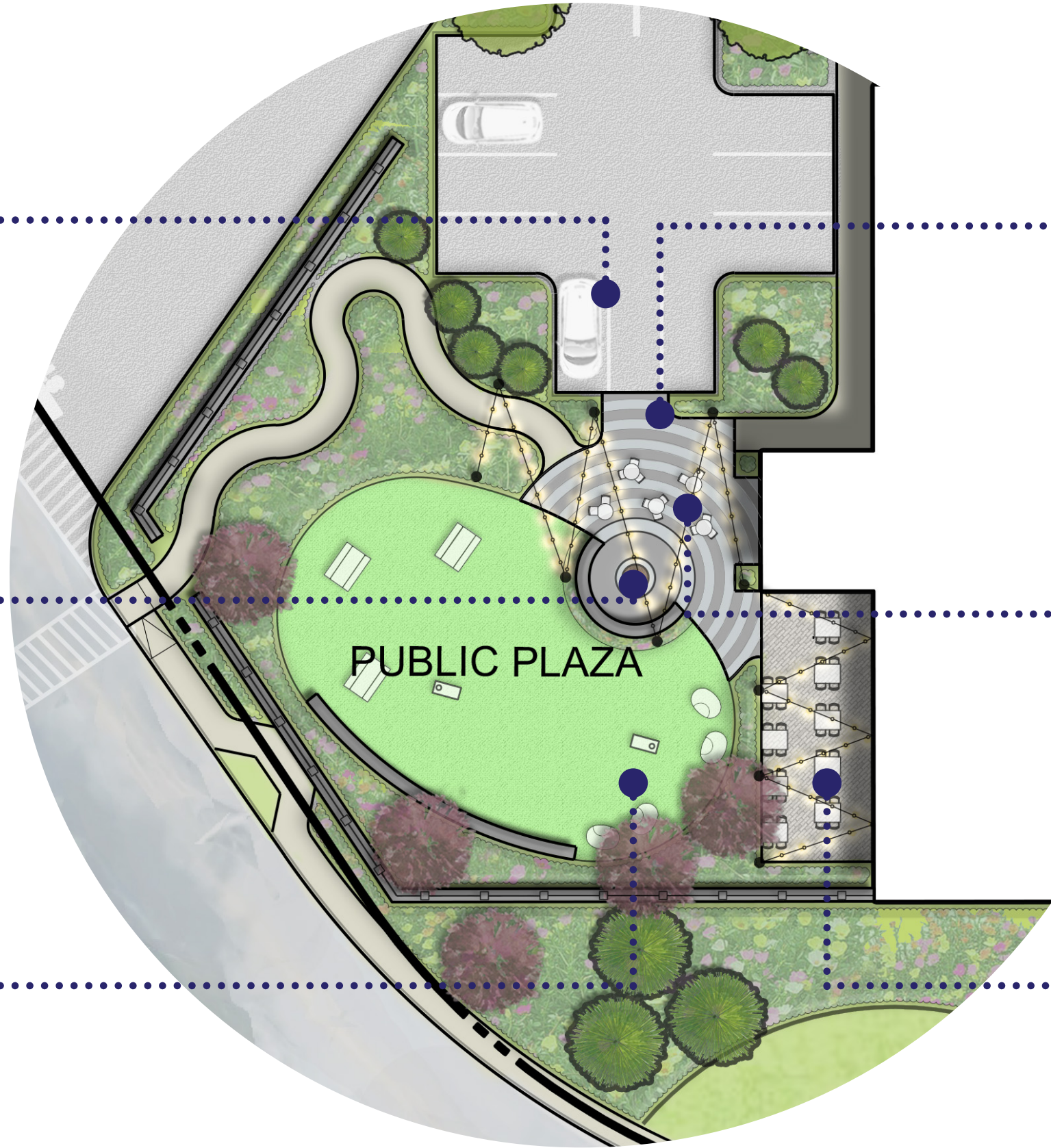
FOOD TRUCKS



FIRE PIT



OPEN SPACE



PUBLIC PATIO

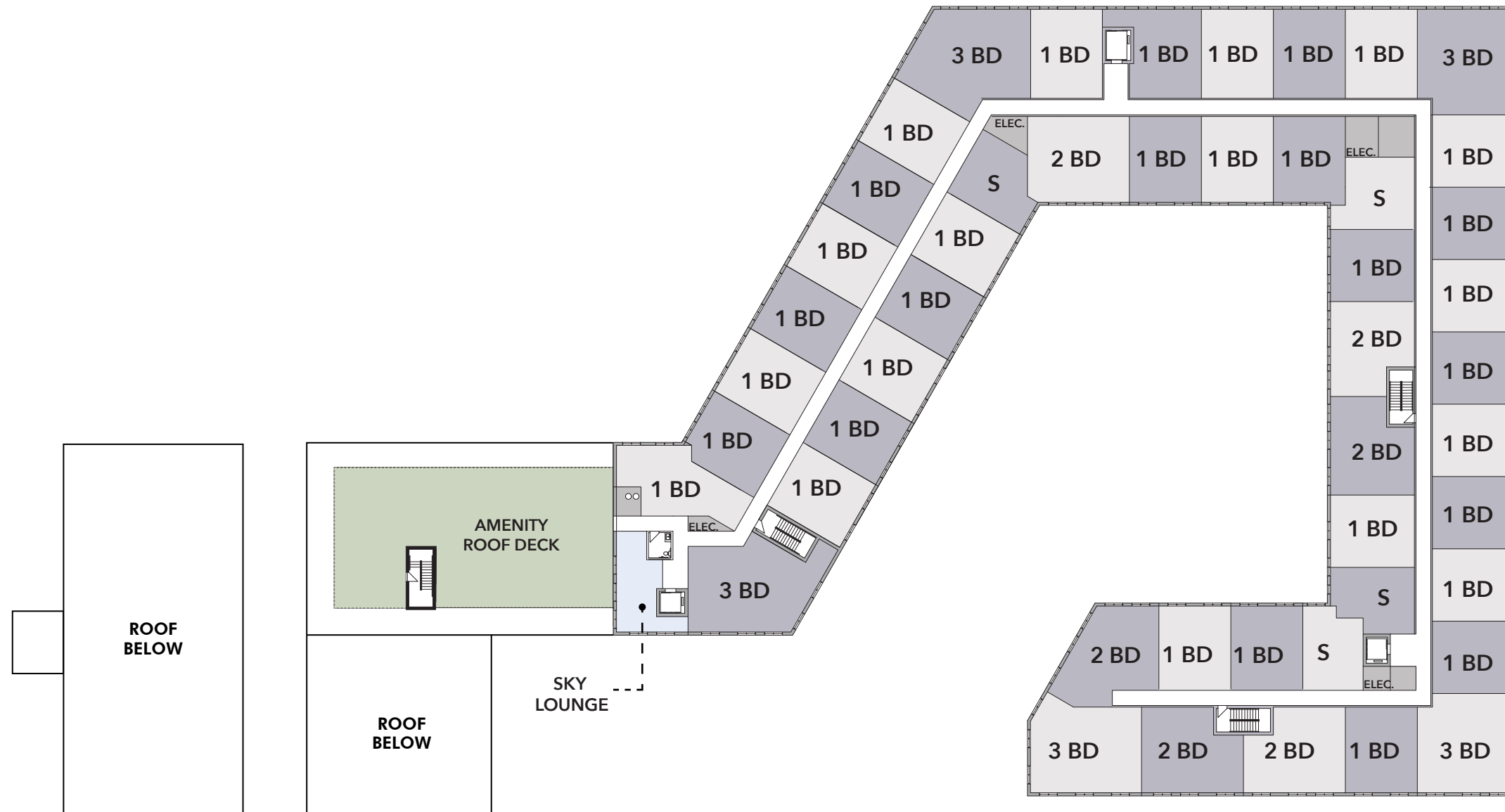


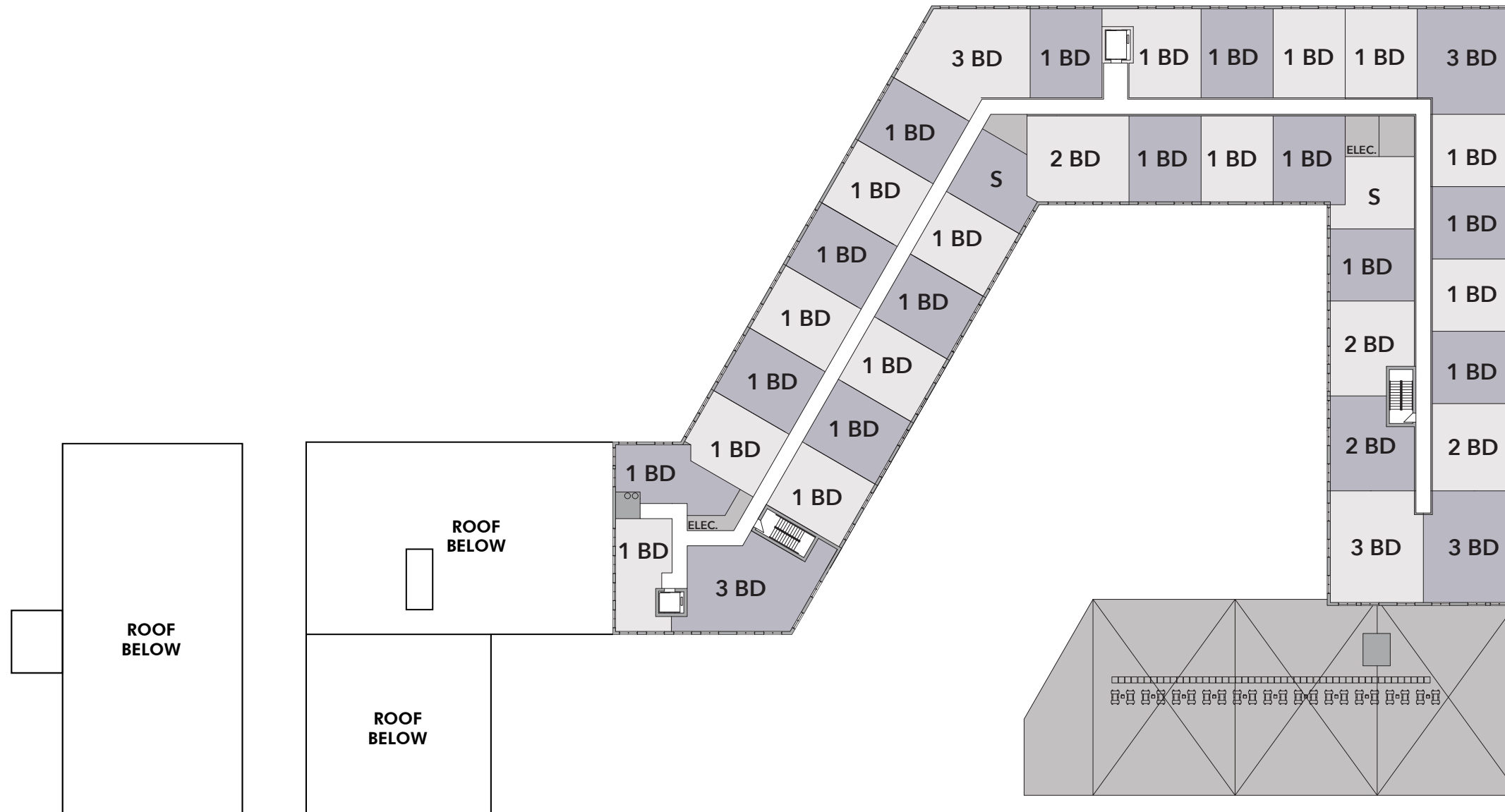
LIGHTING

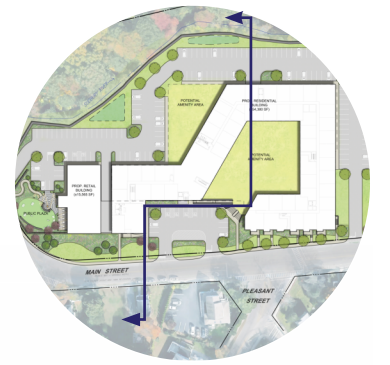


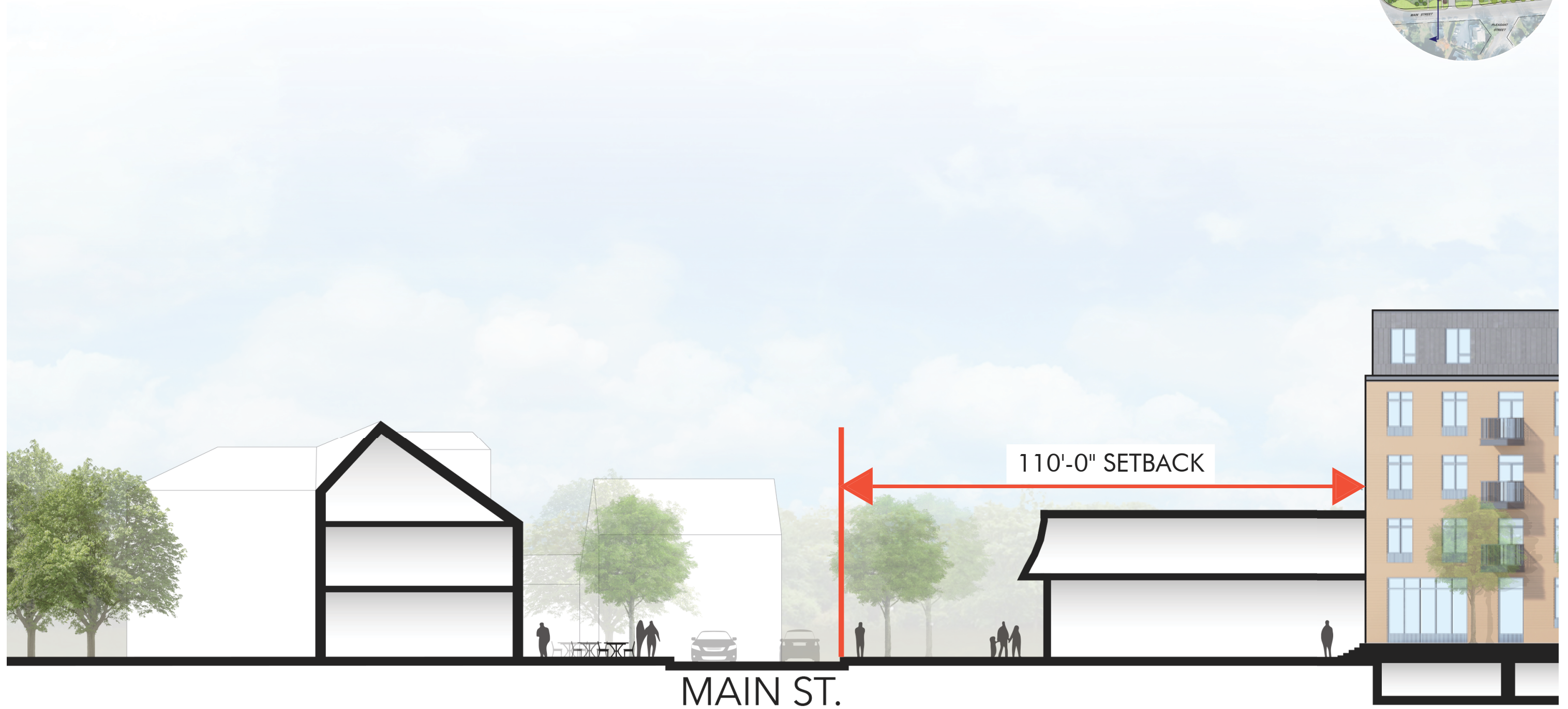
DINING PATIO





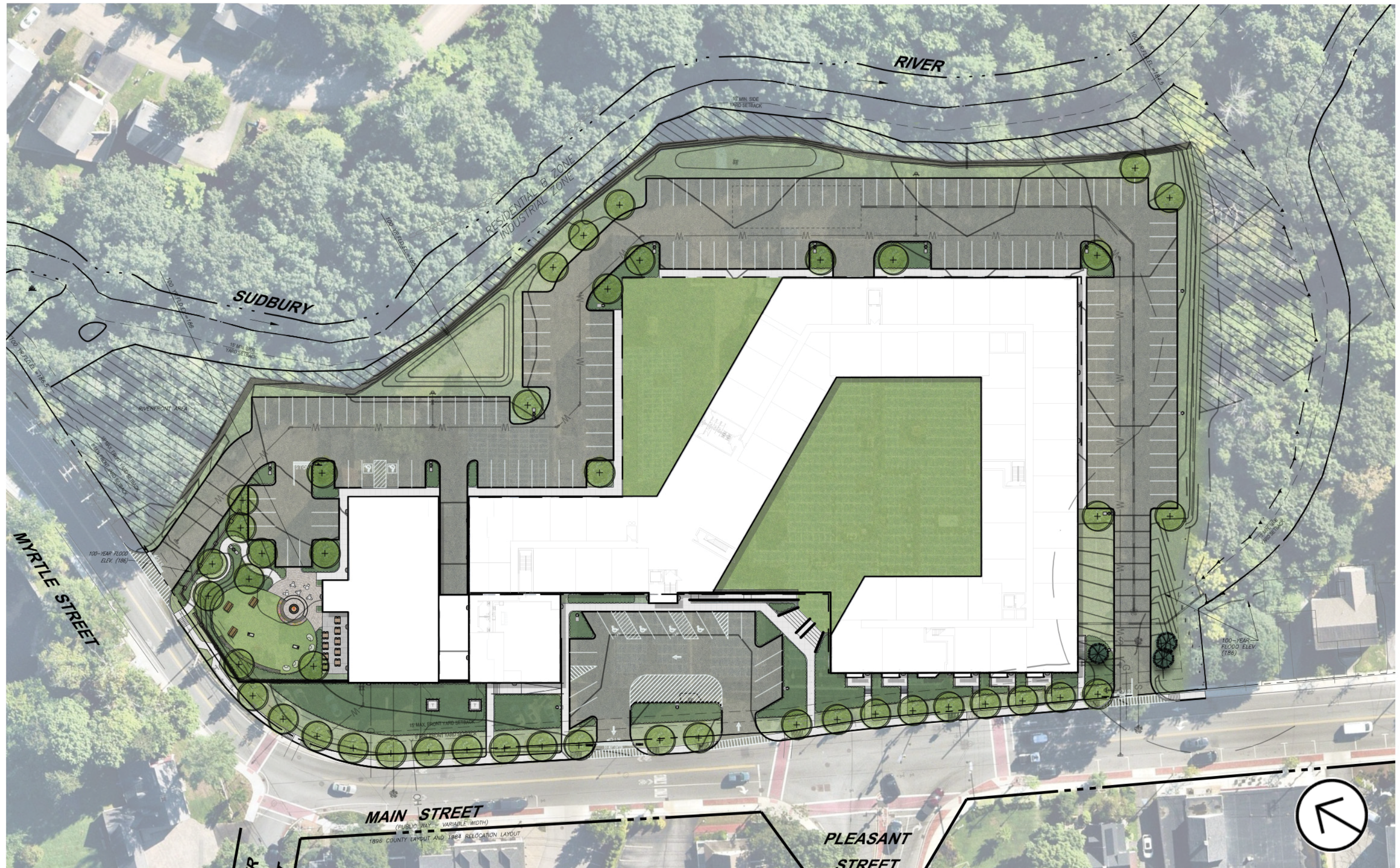




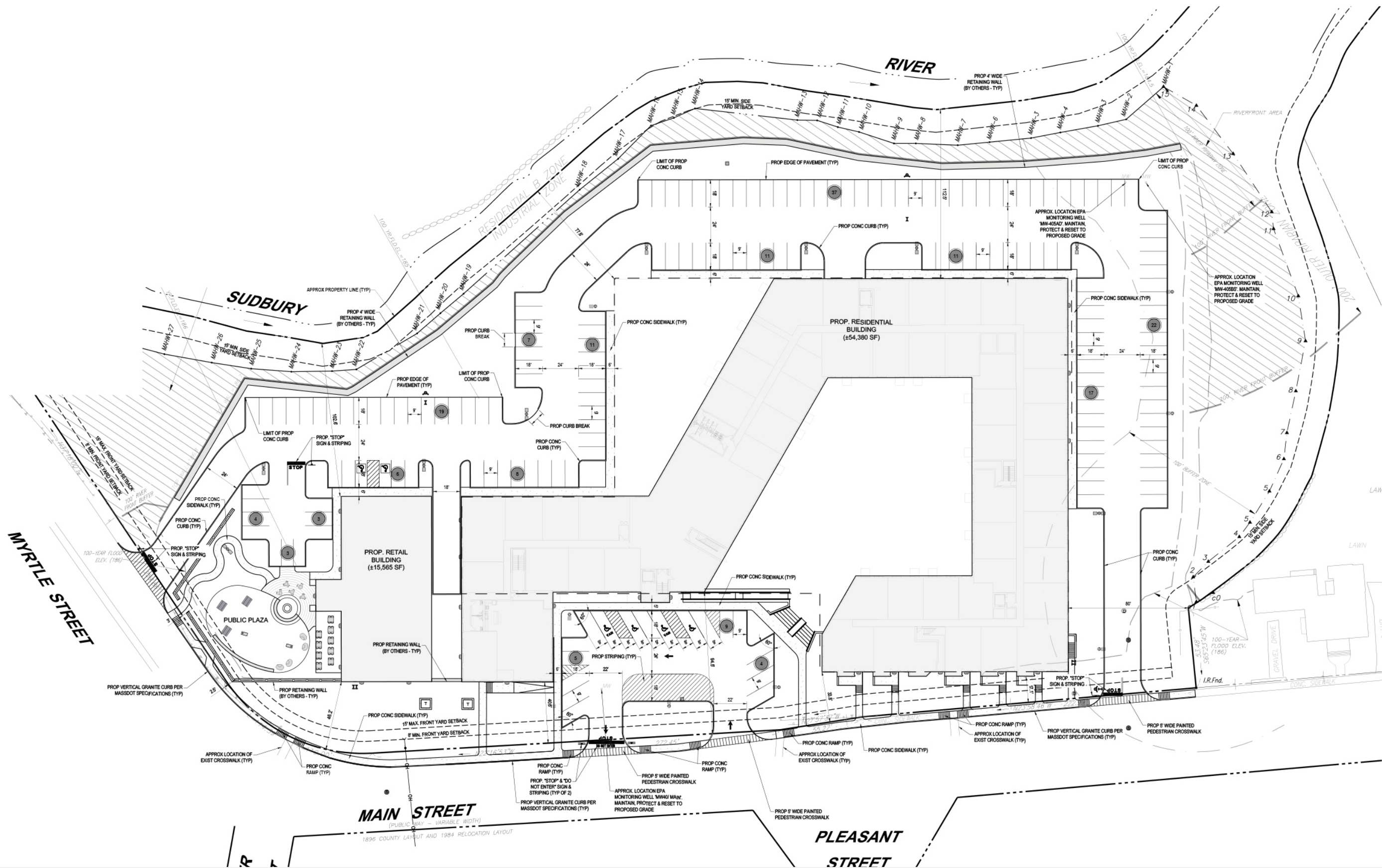




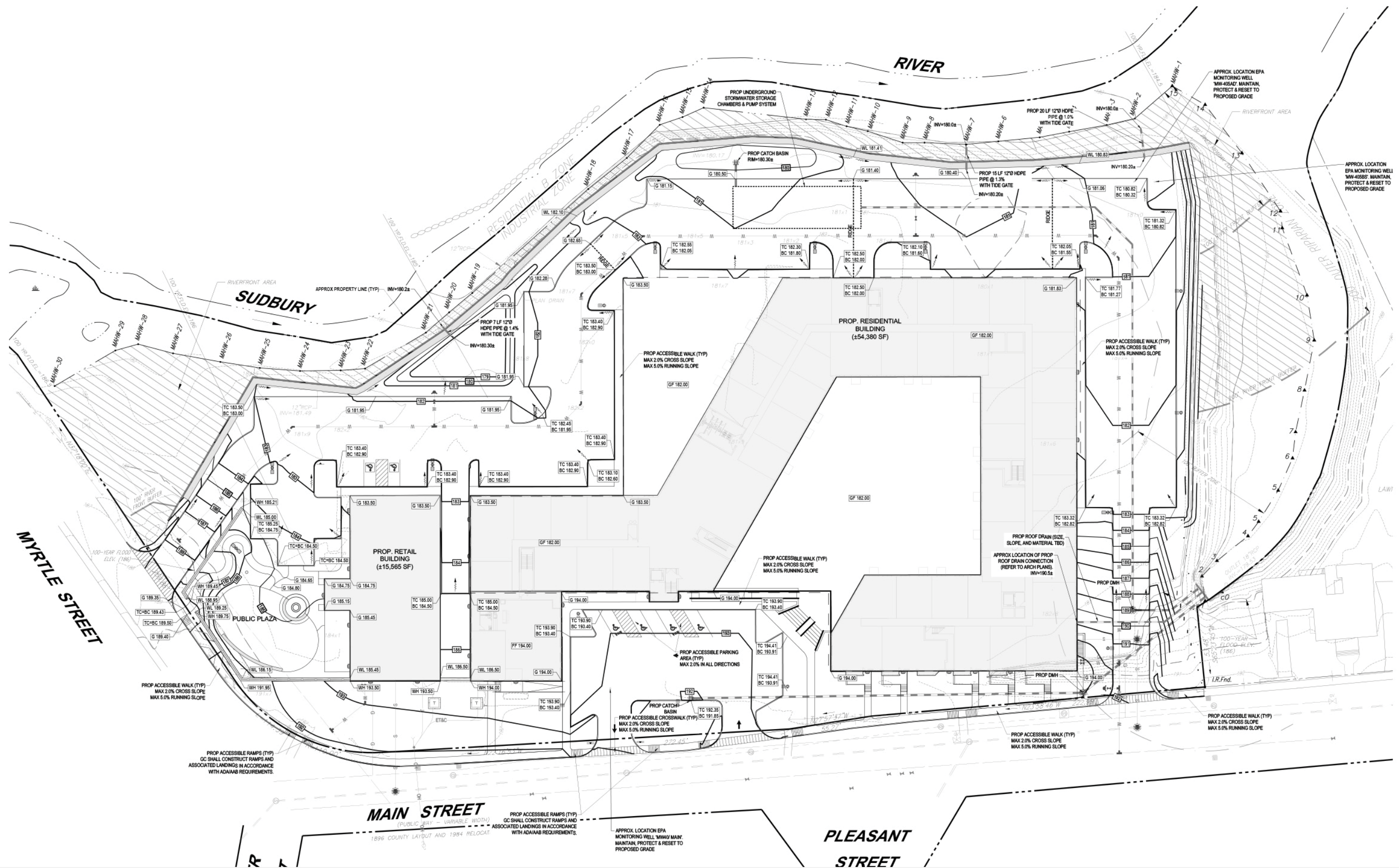




SCHEMATIC DESIGN PLANS / PLAN VIEW RENDERING

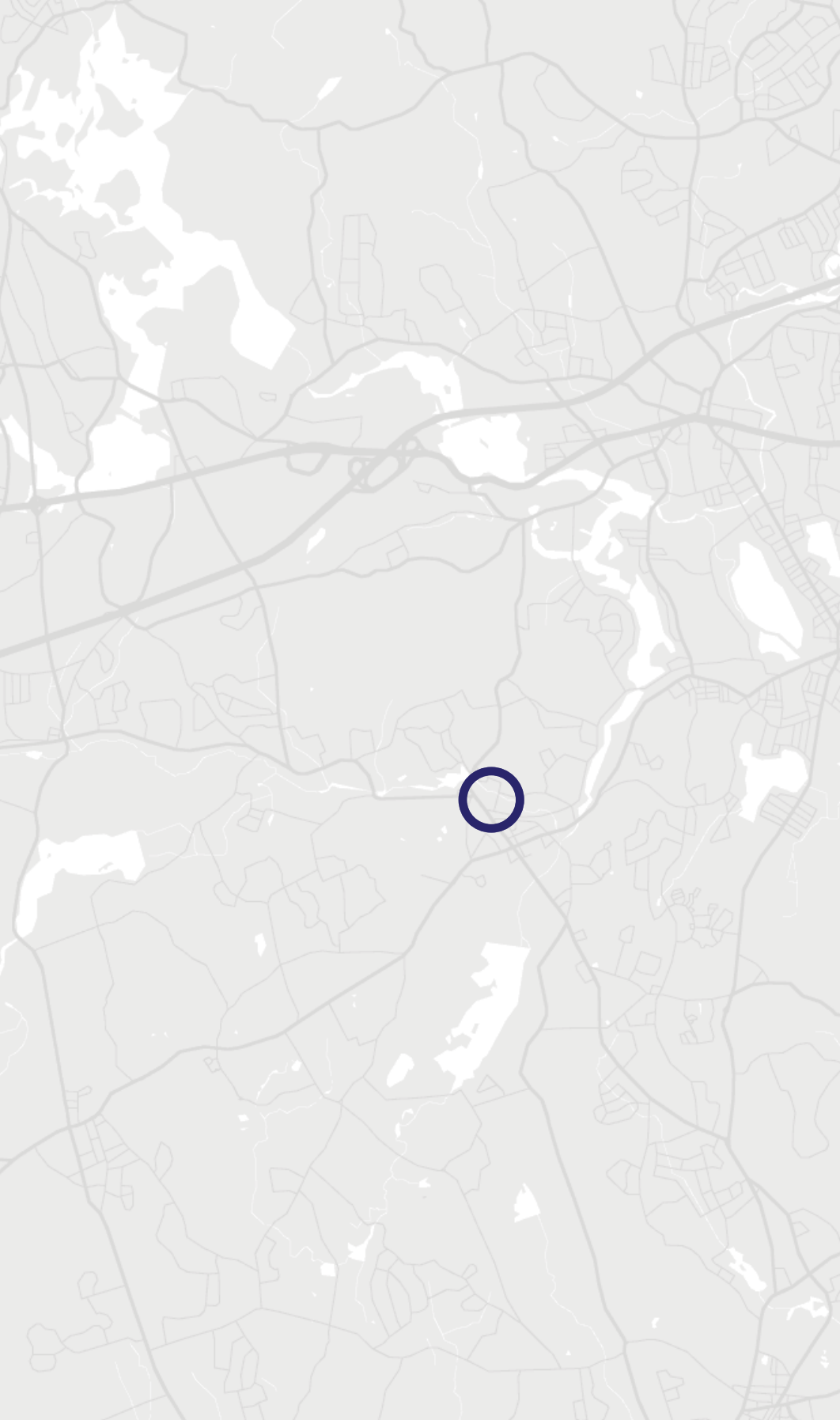


SCHEMATIC DESIGN PLANS / C-301 SITE PLAN



SCHEMATIC DESIGN PLANS / C-401 GRADING PLAN

THANK YOU



EMBARC

Proposed Mixed-Use Residential Development
10 - 60 Main Street
Ashland, Massachusetts

Transportation Impact Assessment Summary

Prepared by:



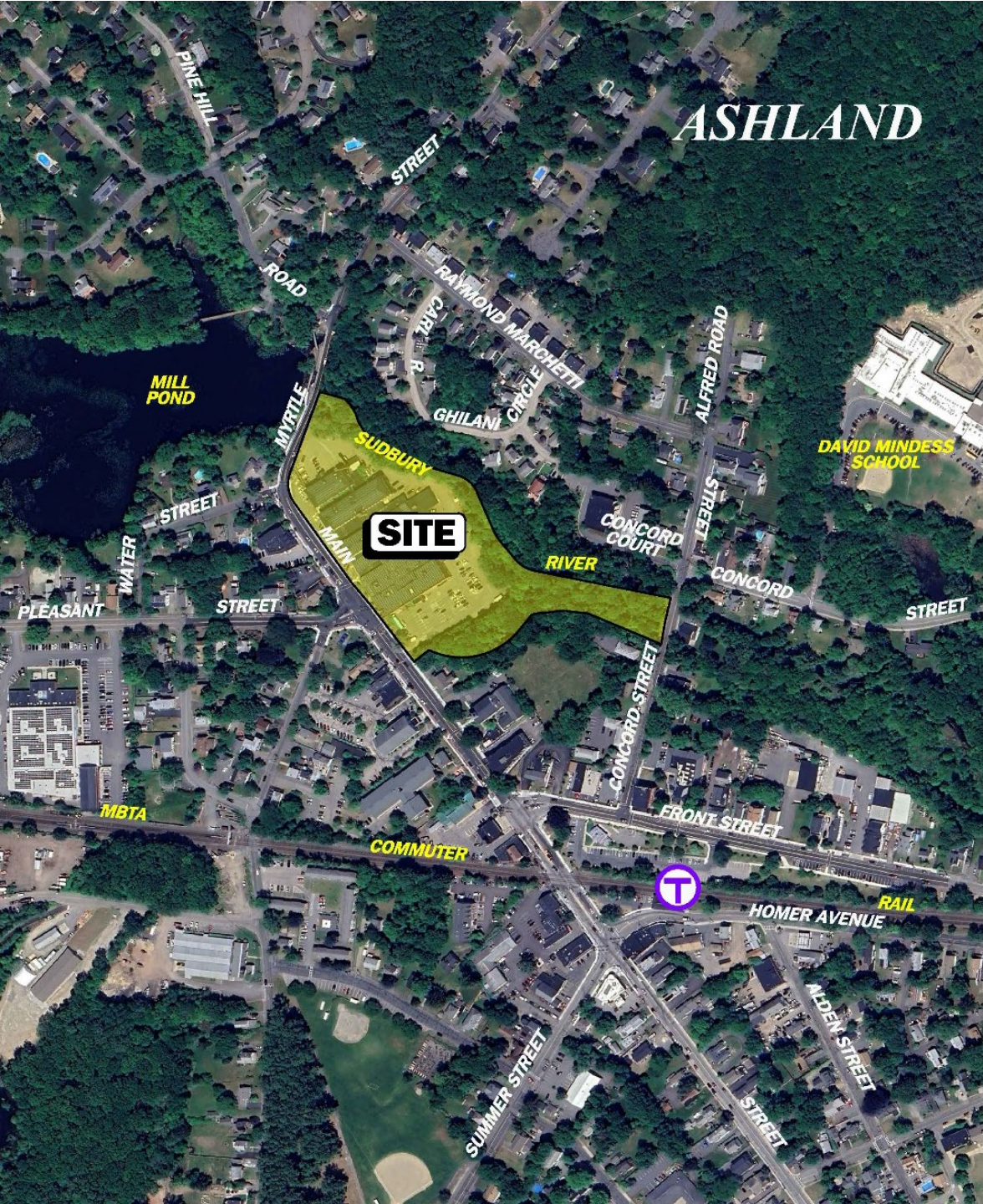
January 7, 2025

Transportation Impact Assessment Summary

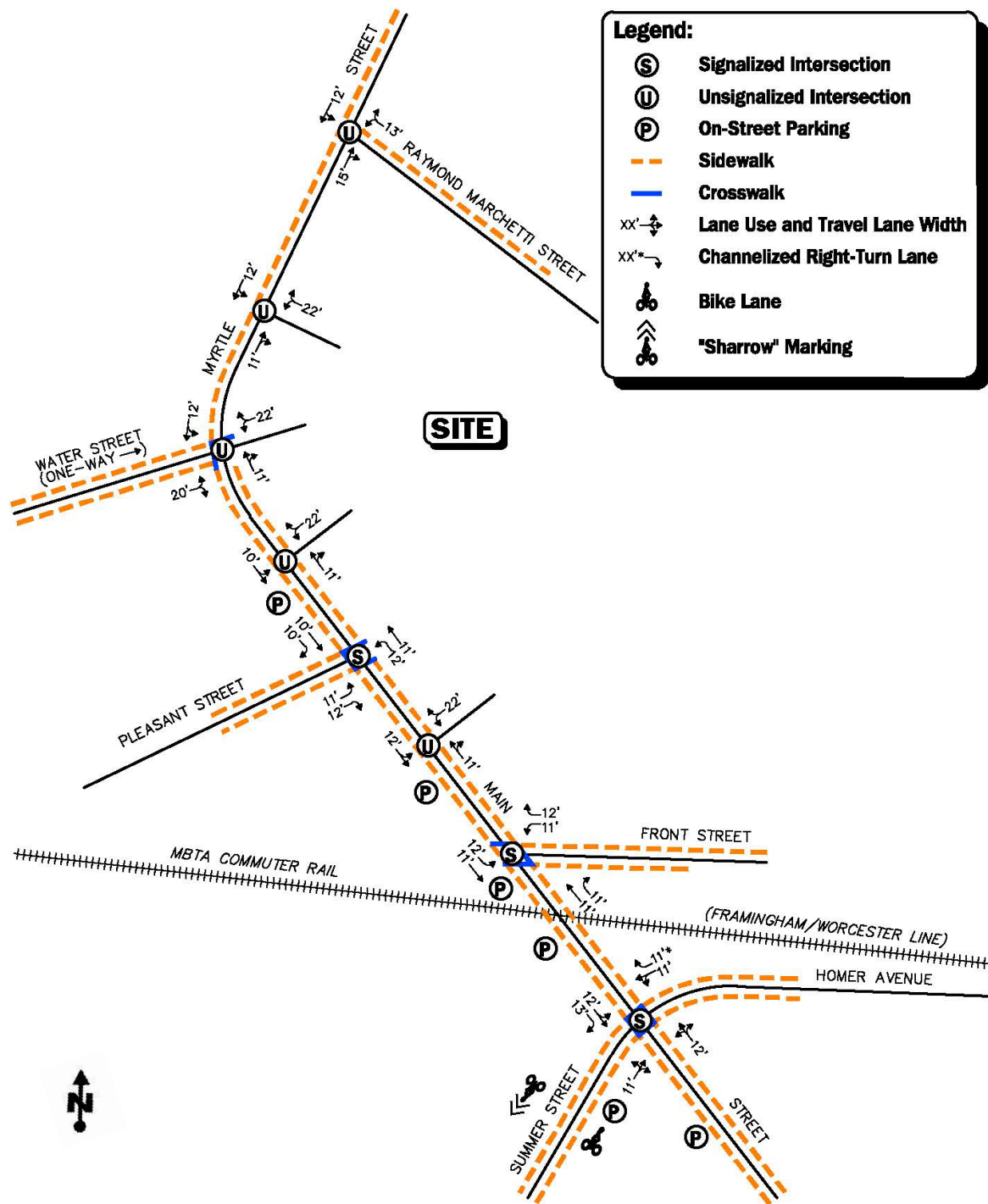
- ▶ Prepared in consultation with the Town and MassDOT and performed in accordance with MassDOT Guidelines;
- ▶ Includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services for the complete project;
- ▶ The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with Project-related impacts at off-site intersections generally defined as an increase in overall average motorist delay of up to 9.2 seconds and in vehicle queuing of up to one (1) vehicle;
- ▶ With the exception of the south Project driveway, all movements exiting the site are predicted to operate with limited delay and vehicle queuing (up to 4 vehicles). Vehicles exiting the south driveway will experience delays due to the volume of traffic on Main Street during the peak hours; however, the residual queue is minor (up to 3 vehicles);
- ▶ No safety deficiencies were noted with respect to the motor vehicle crash history at the study area intersections; and
- ▶ Lines of sight to and from the Project site driveways exceed or can be made to meet or exceed the recommended minimum distances to function in a safe manner.



Site Location Map



Existing Conditions Context



Trip Generation

	Vehicle Trips										
	Residential Component ^a			Restaurant Component ^b			Retail Component ^c			Project Total	
Time Period/Direction	(A) Auto Trips (90%)	(B) Transit Trips (8%)	(C) Ped/ Bike Trips (2%)	(D) Net Trips	(E) Pass-By Trips ^d	(F = D - E) New Trips	(G) Net Trips	(H) Pass-By Trips ^e	(I = G - H) New Trips	(J = E + H) Total Pass-By Trips	(K = A + F + I) Total New Trips
Average Weekday Daily:											
Entering	455	41	10	375	161	214	191	59	132	220	801
Exiting	455	41	10	375	161	214	191	59	132	220	801
Total	910	82	20	750	322	428	382	118	264	440	1,602
Weekday AM Peak-Hour:											
Entering	21	2	0	40	15	25	11	0	11	15	57
Exiting	66	6	2	33	15	18	7	0	7	15	91
Total	87	8	2	73	30	43	18	0	18	30	148
Weekday PM Peak-Hour:											
Entering	40	4	1	39	12	27	29	11	18	23	85
Exiting	27	2	0	19	12	7	25	11	14	23	48
Total	67	6	1	58	24	34	54	22	32	46	133

^aBased on ITE LUC 221, Multifamily Housing (Mid-Rise), (250 Units).

^bBased on ITE LUC 932, High-Turnover (Sit-Down) Restaurant, (7,783 sf)

^cBased on ITE LUC 822, Strip Retail Plaza (<40k), (7,782 sf).

^dPass-by trip rates were obtained from ITE LUC 932, High-Turnover (Sit-Down) Restaurant, and were applied as follows: average weekday daily, weekday morning peak-hour, and weekday evening peak-hour = 43 percent.

^ePass-by trip rates were obtained from ITE LUC 821, Shopping Plaza (40-150k), and were applied as follows: average weekday daily = 31 percent; weekday morning peak-hour = 0 percent; and weekday evening peak-hour = 40 percent.



Traffic Volume Comparison to Existing Uses

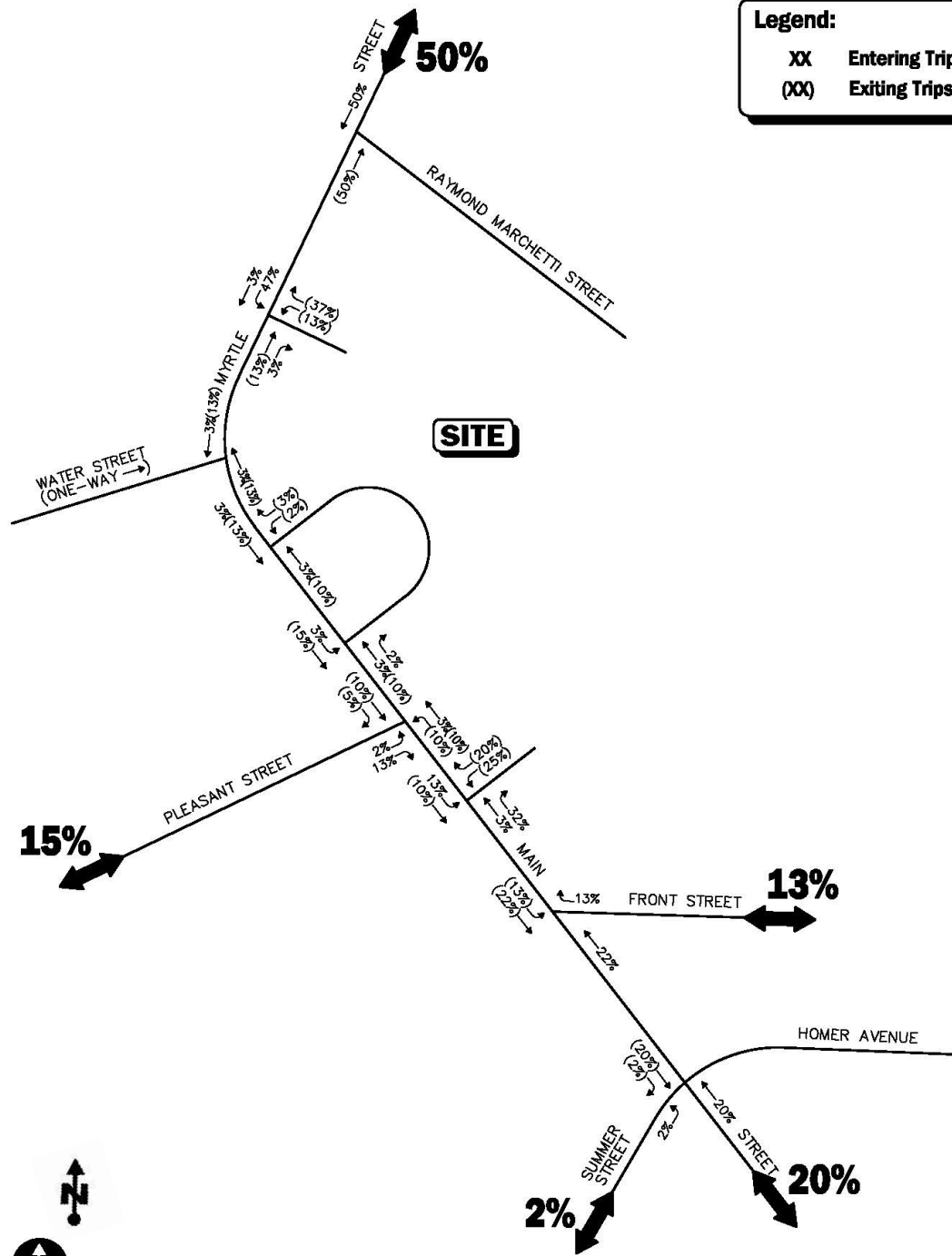
Time Period/Direction	Vehicle Trips		
	(A) Proposed Mixed-Use Development	(B) Existing Uses	(A-B) Difference
<i>Weekday Morning Peak-Hour:</i>	178	54	+124
<i>Weekday Evening Peak-Hour:</i>	179	90	+89



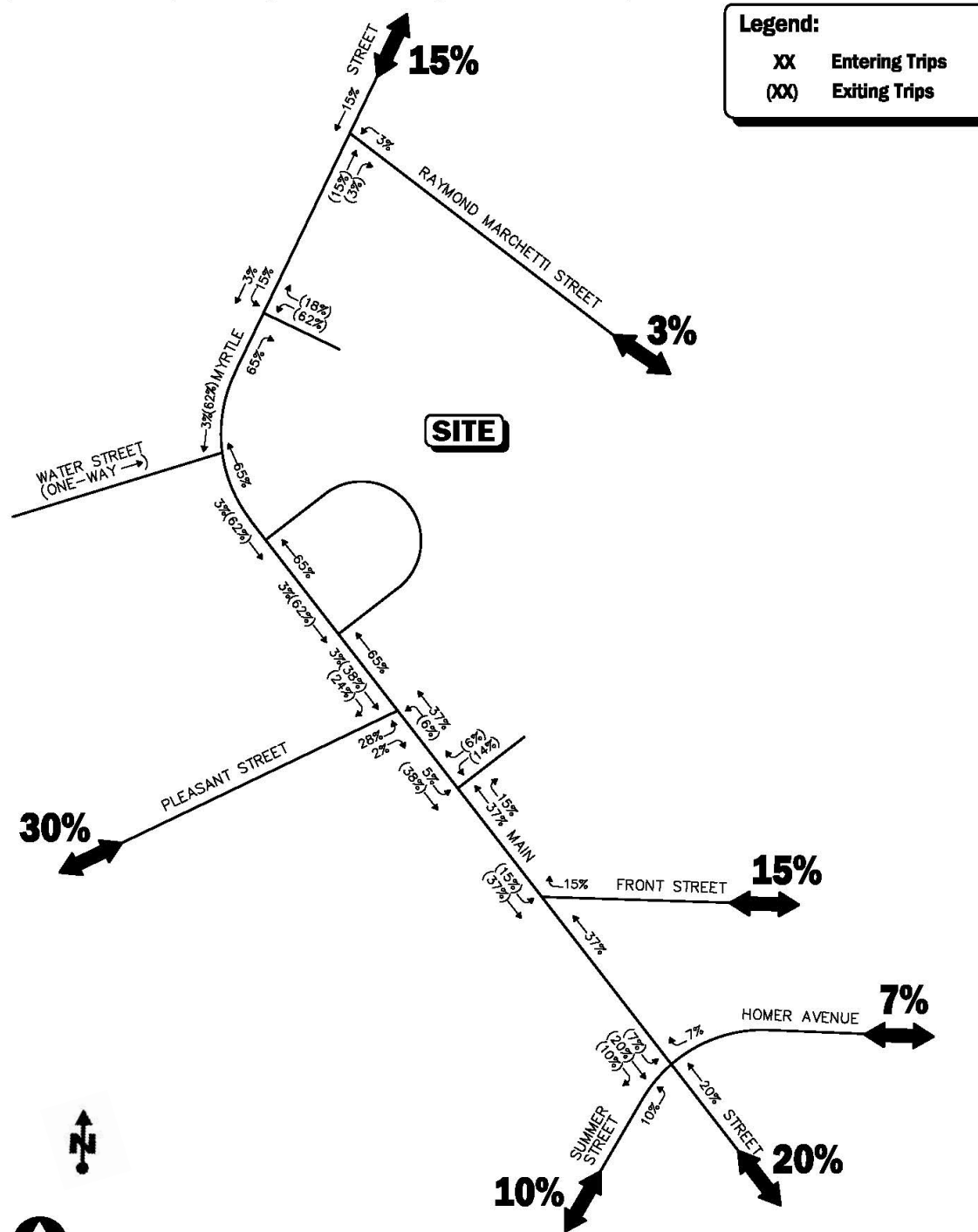
Trip Dispersal - Residential

Legend:

- XX Entering Trips
- (XX) Exiting Trips



Trip Dispersal – Commercial



Recommendations – Site Access and Circulation

- The Project site driveways will be 24 feet in width where two-way traffic is to be conveyed and a minimum of 20-feet for one-way travel and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- “One-Way” and “Do Not Enter” signs will be provided to regulate one-way circulation patterns.
- Where perpendicular parking is proposed the drive aisle behind the parking will be 24 feet to facilitate parking maneuvers.
- Vehicles exiting the Project site will be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the Manual on Uniform Traffic Control Devices (MUTCD).
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps will be provided at pedestrian crossings within the Project site.
- Signs, landscaping, walls, fencing and other features to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveways will be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas will be promptly removed where such accumulations would impede sightlines.



Recommendations – Off-Site

❖ ***Main Street at Homer Avenue and Summer Street***

Design and implement an optimal traffic signal timing and phasing plan to include a review of the traffic signal timing, phasing and coordination plan for the traffic signals to the north that comprise the Main Street traffic signal system, including:

- Main Street at Homer Avenue and Summer Street
- Main Street at Front Street
- Main Street at Pleasant Street

With the implementation of an optimal traffic signal timing, phasing and coordination plan, all movements at the traffic signals that comprise the Main Street coordinated traffic signal system are predicted to operate at LOS D or better, an improvement over No-Build conditions.



Recommendations – TDM Program

- **Designate a transportation coordinator**, who may have other duties and responsibilities, to coordinate the elements of the TDM program;
- **The transportation coordinator will facilitate a rideshare matching program** for residents and employees;
- **A “welcome packet” will be provided** to new residents and employees detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- **Information regarding public transportation services will be posted** in a central location and/or otherwise made available to residents and employees and will include maps, schedules, and fare information;
- **A pick-up/drop-off area has been provided** at the front of the building for use by carshare and delivery service providers, as well as Amazon, UPS and FedEx;
- **Specific amenities will be provided to discourage off-site trips**, including providing one or more of the following: a breakroom equipped with a microwave and refrigerator; offering direct deposit of paychecks; on-site dry-cleaning pick-up; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- **Consideration will be given to providing EV charging stations** for use by residents, employees and customers; and
- **Secure bicycle parking will be provided.**

