

**SLV Ashland, LLC**  
257 Hillside Avenue  
Needham, MA 02494

May 5th, 2025

**RE: The Sanctuary at Ashland Mills Parking Narrative - Revised**

This narrative describes how SLV Ashland, LLC intends to administer and manage parking spaces once the Sanctuary at Ashland Mills has opened. This description is consistent with successful parking operations administered by the Applicant at other comparable multi-family housing communities.

**Parking Plan**

The proposed Sanctuary at Ashland Mills building will have a total of three hundred and sixty-two (362) parking spaces, including 14 accessible spaces and 177 spaces contained in a garage beneath the first level of the building. These spaces are all illustrated in Exhibit D.

The proposed development includes 250 residential units. At this time, we are **not** planning to include a parking space within the lease/rent for any unit. Should a prospective resident desire a parking space, a single space will be provided to them under a separate "Parking License Agreement" for a monthly charge. Monthly parking fees have not yet been established, but we would anticipate that the 177 interior parking spaces will be more expensive than the exterior parking spaces.

Parking spaces will be unassigned. For those residents that have a parking space, they will be given either a sticker or a placard that will remain in their car at all times. This will be important requirement in allowing the Property Manager to easily identify what cars are authorized to be parking in either the surface lot or the garage. Cars without the necessary identification will be towed.

**Unassigned Parking**

Parking consultants advise that unassigned parking allows for the greatest utilization of available parking, often creating capacity for an additional 15% to 20% of parking demand even under "peak parking" hours; unassigned parking allows more spaces to be "shared" which is critical. Some apartment owners/operators choose to assign spaces, as it can optimize parking revenue. However, choosing to optimize parking revenue is not consistent with the optimization of the utilization of parking spaces. A recently completed parking study prepared by MDM Transportation Consultants focusing on the Bancroft Lofts in Framingham, indicates that "unassigned parking" can create on average 15% more parking as measured by utilization. Our experience indicates that not assigning spaces to specific units/cars is an effective way to manage parking as not all cars are at the community on all days. As such, it allows for more spaces to remain available, rather than having an assigned spot sit vacant for long periods of time if that particular resident is elsewhere and not using the assigned space. .

In addition, the front of the building at the Sanctuary at Ashland Mills will include 14 high-turnover parking spaces and 2 "flex" spaces. The "flex spaces" are more intended for very short-term parking including vehicles from services like Uber eats, Door Dash, Uber, etc. Like all parking spaces, the

Property Manager will closely monitor the high-turnover and flex parking spaces to confirm that they are being used for their intended purpose and exclusively on a short-term basis. Moreover, should a resident have a guest that requires a parking space for more than 6 hours, that resident will be required to secure a guest parking pass for their guest. Otherwise, cars remaining in the guest parking spots for longer than 4 hours will be towed.

We have attached a color-coded parking plan (“Exhibit D”) which is a draft plan on how the parking spaces can be allocated and managed during operation, highlighting space allocation by anticipated use.

### **Garage Parking for Non-Residents**

The podium parking garage under the first floor of the Sanctuary at Ashland Mills will be restricted to residents of the property only. As part of the overall signage package, signs will be affixed to the exterior walls of the two garage entrances indicating that restaurant patrons, and any vehicle not displaying a parking sticker/placard, will not be allowed to park in the garage. Should cars disobey the signage, the Property Manager can tow that vehicle.

Moreover, there will be signage affixed to designated surface parking spots that restricts those parking spaces to non-residents during normal business hours (in support of the commercial activity). Exhibit D shows surfaces spaces highlighted in blue which will be dedicated to users of the commercial space during normal business hours.

### **Tenant Move-in / Loading**

The site plan now features a 54’ long loading area which can comfortably accommodate all truck lengths for purposes of loading/unloading. In addition, project signage can be added specifically to spaces 50-53 designating it as an auxiliary loading area during specific hours – to accommodate an additional large-sized moving vehicle should simultaneous loading need to occur.

### **Public Transportation**

Due to the close proximity to the MBTA Commuter Rail station, we do not believe all residents will request parking spots.

### **Bicycle Parking**

The proposed building will also have a secure bicycle parking area for those tenants who choose to ride their bike as a primary mode of transportation, or maintain a bike for recreational purposes.

### **Ride Shares**

Thriving ride sharing services like Uber and Lyft continue to have a very large impact on parking demand in general. The geographic location of the building makes it very fitting for rider sharing as it is within a 15-20 minute ride to several significant commercial districts. It is the developers’ experience that these ride sharing services have dramatically reduced the demand for parking in recent years.

### **Conclusion**

We hope the ZBA finds this information informative and applicable. We are confident that the proposed number of parking spaces, supported by the proposed parking management strategy, will adequately handle the anticipated parking demand at full capacity and that parking will be managed efficiently by the professional management team.