

# KIG/Silverstrand Walpole, LLC

257 Hillside Avenue  
Needham, MA 02494

September 6, 2023

## RE: Sanctuary on East Parking Narrative

This narrative describes how KIG/Silverstrand Walpole, LLC intends to administer and manage parking spaces once the Sanctuary on East has opened. This description is based upon parking operations at other comparable multi-family developments with similar parking ratios.

In addition, the narrative includes some additional historical information/data which supports the proposed parking ratio. As communicated during the public hearings, we remain resolute that the proposed parking ratio of 1.22 spaces per unit, and 0.87 spaces per bed will be more than adequate to support the anticipated parking demand and utilization, particularly when recognizing the parking per bedroom count at the Sanctuary at East being 69% studio and 1-Bedroom units.

Union and West				
Count	Unit Count	beds per unit	Bed Count	
Studio	20	1	20	
1 bed	83	1	83	
2 bed	79	2	158	
3 bed	10	3	30	
	192		291	
Parking Spaces	235			
Liberty Station				
Count	Unit Count	beds per unit	Bed Count	
Studio	0	1	0	
1 bed	74	1	74	
2 bed	78	2	156	
3 bed	0	3	0	
	152		230	
Parking Spaces	211			
1015 East St				
Count	Unit Count	beds per unit	Bed Count	
Studio	16	1	16	
1 bed	86	1	86	
2 bed	25	2	50	
3 bed	15	3	45	
	142		197	
Parking	171			
Project	Spaces per bed	Spaces per unit		
Union and West	0.81	1.22		
Liberty Station	0.92	1.39		
1015 East St	0.87	1.20		

## **Parking Plan**

The proposed Sanctuary on East building will have a total of one-hundred and seventy one (171) parking spaces, including six accessible spaces and 59 spaces contained in a garage beneath the first level of the building.

The proposed development includes 142 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 59 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.

For comparison purposes, Liberty Station operates using assigned parking for its tenants. Union and West uses a hybrid model with some select parking spaces being assigned, while other parking spaces are unassigned. Moreover, Union and West is currently operating at 96% occupancy and historically has operated at around 94% occupancy according to industry data, so it is not in dispute that the building is stabilized and virtually full, and as such, the parking demand is essentially functioning at what the max parking demand is and could be.

In addition, the front of the building at the Sanctuary on East will include 6 guest 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 guest and flex parking spaces to confirm that they are being used for their intended purpose. Moreover, should a resident have a guest that requires a guest 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 6 hours will be towed.

## **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.

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### **Comparisons of Historical Parking Utilization:**

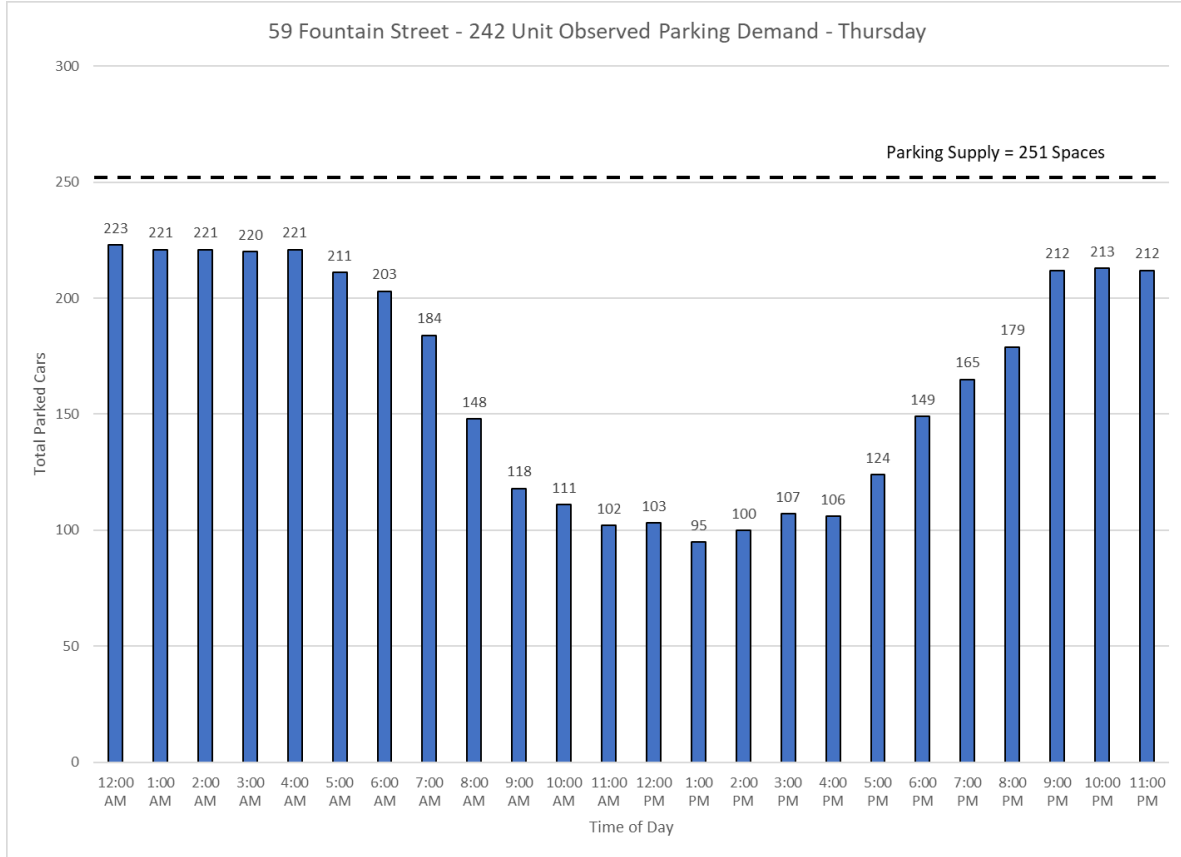
We previously submitted the WestMetro Parking Utilization Study prepared by the Metropolitan Area Planning Council in July 2023 which concludes that multi-family residential developments in the Metrowest suburbs essentially use 1 parking space per unit. That study was based on historical research of an extensive list of multi-family residential communities in the Metro West.

While we believe that study stands on its own, we are providing some additional data collected in relation to another multi-family development on which we have direct experience. The Bancroft Lofts in Framingham is a 258 unit development in Framingham, with 258 spaces of which 251 are available to tenants (0.97 spaces per unit). This development has been stabilized since August 2021. A parking utilization study recently conducted by MDM Transportation Consultants in October 2022 found that at 94% occupancy (242 units occupied), the peak parking demand was for 223 parking spaces during the weekday; equating to 0.92 spaces per occupied unit leaving a 13% parking surplus.

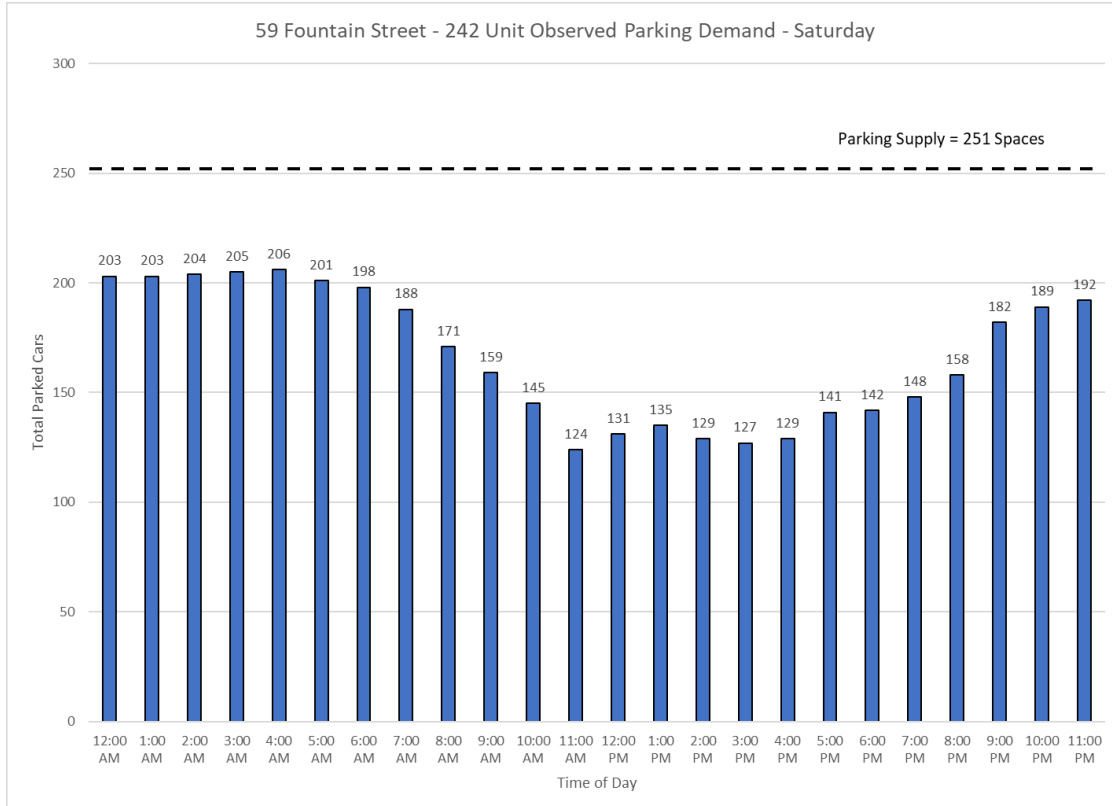
During the weekend, peak parking demand was even lower at 206 spaces, equating to 0.85 spaces per occupied unit or an 18% parking surplus. That site, while proximate to an MBTA Commuter Rail Station, is similar to Walpole Center as it is not proximate to any services offering "staples" such as a supermarket or superstore (ala Walmart) as the aerial image below illustrates. These services are found along Route 9, approximately 2.5 miles away.



# THURSDAY



# SATURDAY



**Conclusion**

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