

8/19/25

Chairman Hunchard  
Zoning Board of Appeals  
Town of Franklin  
355 East Central Street  
Franklin, MA 02038

RECEIVED  
2025 AUG 21 P 3:48  
TOWN OF FRANKLIN  
TOWN CLERK

**Re:** Responses to Comments from July 31<sup>st</sup> Hearing  
**Applicant:** TAG Central LLC  
**Project/Property:** Central Street Residences/444 East Central Street

Dear Chairman Hunchard,

As pledged at the previous hearing on July 31<sup>st</sup>, we thoroughly considered the Board's comments that were presented at the hearing and prepared this letter to respond to those concerns. Please find the comments below followed by our responses.

1. **Comment:** Would you consider providing covered, exterior bike parking?

**Response:** We originally proposed uncovered exterior bike racks for bicycle parking. Rather than covering some of the exterior bicycle racks, we believe incorporating an indoor bike storage area better addresses the Board's concern. We are amenable to providing an indoor bicycle storage room as a condition of approval in addition to the planned uncovered exterior bike racks if it pleases the Board.

2. **Comment:** What type of EV chargers are planned (level 1, 2, or 3)? Can the Applicant increase the number of "EV-Ready" spaces (code requires 20% of the total parking), or increase the number of EV chargers proposed to be installed initially (10 currently proposed)?

**Response:** Based on the proposed 428 spaces and current building code, a minimum of 86 spaces will be capable of supporting future EV charging per code (ie. "EV-Ready spaces"), which is substantially more than the current demand for EV chargers at comparable multifamily communities. We researched whether it is feasible to provide a higher percentage of EV-Ready spaces than the code requires and unfortunately are unable to make that determination at this early stage of project design. Given we have yet to complete any electrical engineering for the project, we do not have sufficient information to determine the potentially significant cost implications associated with increasing the EV-Ready spaces, such as upsizing the electrical system due to the additional electrical loads. Therefore, we cannot commit to providing a higher percentage of EV-Ready spaces than the code requires.

Although we are unable to commit to more EV-Ready spaces, we are amenable to installing more EV chargers initially than the 10 currently planned. We propose adding 5 more EV chargers for a new total of 15 Level 2, EV charging stations to be installed initially. We are agreeable to a condition of approval stating such. To confirm, Level 2 chargers are planned.

3. **Comment:** Would the Applicant consider a financial contribution to implement the potential solutions that will be presented in the Route 140 Corridor Improvement Study which the Applicant has agreed to prepare for the Town?

**Response:** None of the potential Corridor Improvements to be determined via the study are necessary to mitigate impacts from the Project; The traffic conditions exist with or without the Project. That said, we will consider the feasibility of a financial contribution during the process of drafting a Comprehensive Permit Decision and reviewing its conditions of approvals pertaining to mitigation.

4. **Comment:** There was a discussion amongst the Board suggesting that the Applicant expand its traffic signal timing and phasing plan to two additional signals along the Route 140 corridor including the Horace Mann Plaza/CVS signal and the Big Y/Town Hall signal.

**Response:** As shown in the Transportation Impact Analysis, the signalized Big Y/Town Hall intersection continues to operate at Level of Service (LOS) C or better under all analysis scenarios. The additional traffic generated by the proposed development is anticipated to increase delays by less than one second with vehicle queuing up to two vehicles.

The signalized Horace Mann Plaza/CVS intersection is expected to not have a change in the overall LOS as a result of the Project's traffic. The additional traffic generated by the proposed development is anticipated to increase delays of up to 3.2 seconds, resulting in vehicle queuing up to four vehicles.

The Project's impact on these signalized intersections is minimal and does not warrant signal retiming and phasing plans. The Town's peer review engineer, Howard Stein Hudson, agrees with the Applicant's currently proposed mitigation measures to address transportation related project impacts and did not state that retiming these signals is warranted as per their Transportation Peer Review memorandum dated May 30<sup>th</sup>.

5. **Comment:** Can the 6' vinyl fence proposed near the eastern property line (as per the revised plans dated June 11<sup>th</sup>, 2025) be increased to 8' tall?

**Response:** Increasing the height of the vinyl fence from 6' to 8' introduces the need for metal support posts inside the post sleeves and metal supports at the mid-spans to withstand wind load. This requirement doubles the cost of the fence. Given the abutting properties sit nearly +/- 20' higher than the proposed Project site combined with the substantial vegetation buffer in this area, an 8' tall fence will not provide a meaningful difference compared to a 6' tall fence. We do not believe the marginal benefit justifies the additional cost in this case.

6. **Comment:** Please submit the building section diagram presented at the July 31<sup>st</sup> Hearing which shows the proposed project as it relates to the easterly abutting properties.

**Response:** As requested, please find the building section diagram presented at the July 31<sup>st</sup> Hearing attached.

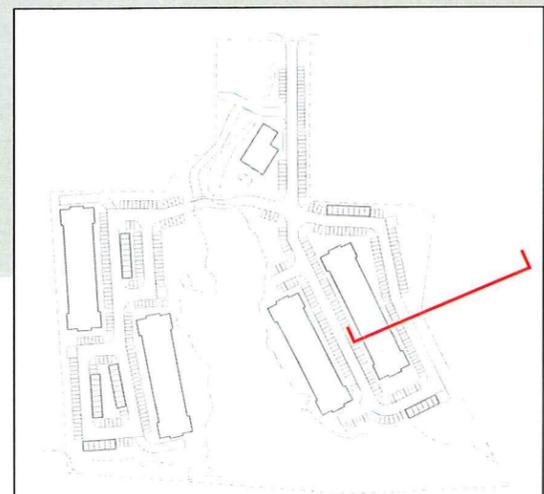
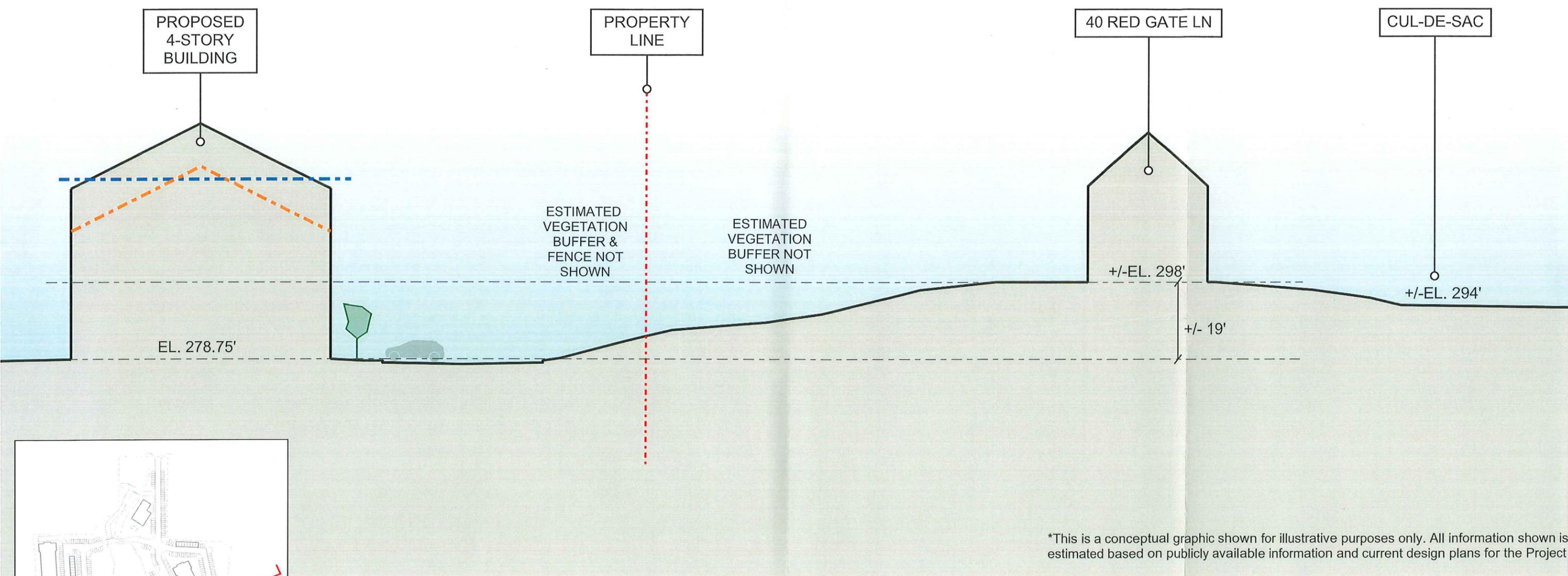
We hope these responses are helpful to the Board as they continue to review the Project and we look forward to the next hearing on August 28<sup>th</sup>.

Respectfully,



A.J. Alevizos  
TAG Central LLC

 Current Proposed Roof Height  
 3 Story Roof Height



\*This is a conceptual graphic shown for illustrative purposes only. All information shown is estimated based on publicly available information and current design plans for the Project

Draft Conceptual Section  
 Central Street Residences