

Open Comments

Defer to Board

Conditions of Approval

Peer Review Comment Form



PROJECT NAME King Street Commons PEER REVIEW

DATE 1/15/2026

UPDATED: _____

PROJECT NO. 25008.09

NO.	SHEET NO.	SECTION	GREEN'S COMMENT	Applicant's RESPONSE	CONFIRMED BY	DATE
Traffic Review						
	Transportation Section DEIR					
1	7.2 Existing Conditions	7.2.1.1 Study Area Intersections	The intersection of Russell Street and King Street is not listed as part of the study area for this project. MassDOT TIA guidelines indicate that the study area should include locations that receive an increase from site traffic of 100 vehicles per hour, or 5% of existing traffic. This criterion (5% of existing traffic) appears to be met and should be included in the study area.			
2		7.2.2.1 Roadways	King Street is described as having no on-street parking under existing conditions. It should be noted that there is existing on-street parking on the south side of King Street between Stevens Street and Great Road.			
3		7.2.5.2 Crash History	The High Crash Location Evaluation states that "there are currently no intersections within the study area that are designated as high crash locations". The MassDOT Impact Portal lists the Intersection of King Street and Great Road in the Top 5% for all crashes statewide and Top 10% for fatal and injury crashes. In addition, the Network Screening Tool identifies a number of intersections in the study area - including King Street and Great Road - as secondary risk locations. Given the very high number of crashes experienced at that location, the proponent should provide a crash diagram for the intersection of King Street and Great Road.			
4	7.3.4 Site Generated Traffic	Table 7-7	The Walk/Bike Trips and Transit Trips in Table 7-7 do not appear to match the description provided in the sections above. Please clarify the mode split percentages used and whether they were consistent for the peak hour and daily traffic.			
	Transportation Section FEIR					
5		Proposed Mitigation	Left-turns into the driveway at 410 Great Road should be prohibited to prevent the queue from backing up into the signalized intersection. The driveway may need to be shifted so that an island may be added on Great Road that physically prohibits vehicles from turning left into the site.			
6			To provide safer access for vehicles turning left into Site Driveway West from Great Road, it is recommended to maintain a single lane width in the northbound direction in front of the entering driveway. The right turning vehicles exiting from Site Driveway West would become an additional northbound lane with a designated receiving lane.			
7			It is recommended to consider a HAWK beacon along Great Road as an alternative to the proposed signalized pedestrian crossing, and proposed RRFB crossing of the I-495 Ramps.			
8			The proposed sidewalk on Great Road should extend south to connect to the intersection of King Street and Great Road for full connectivity to Littleton Commons.			
9			The Proponent has proposed reconstruction of the existing sidewalk along Great Road as mitigation. The Proponent should consider widening the sidewalk in this location to provide a more comfortable pedestrian experience between the Point and Littleton Commons.			
10			The Proponent mentions an 8' wide shared use path, however the cross sections depict a 10' wide shared use path. Please clarify the location of the 8' wide section.			
11			Confirm whether the 10' wide path along the westerly side of King Street is strictly for pedestrian use or is a shared use path serving pedestrians as well as bikes.			
12			The cross-sections of the reconfiguration of King Street include two 5' wide bike lanes on either side of the roadway. Given the speed limit and increased traffic volume due to the development, it is recommended to add buffers (2' minimum) between the bike lanes and travel lanes.			
13			The sidewalks from King Street should be extended to connect to the sidewalks on either side of Building K, inviting pedestrians into the center of the site.			
14			The Proponent should consider increasing the green space available along the King Street frontage to improve pedestrian experience and better integrate with the existing character of the neighborhood.			
15			We recommend providing transit maps and schedules inside the bus shelters at both the moving and newly proposed bus stops.			
16			To improve integration of the proposed development with the rest of Littleton Common, it is recommended to extend the wayfinding signage outside of the project site. The extended wayfinding signage should include other areas inside Littleton Common, I-495 access ramps, and parking areas.			
17			The proposed streetscape on King Street east of Great Road does not include any on-street parking. On-Street parking would help activate the space, tie it into the existing neighborhood, provide traffic calming along King Street, and create a more cohesive downtown environment.			
	Definitive Subdivision Plan					
17			The DEIR, FEIR and Masterplan Phase 1 All include a building and driveway on the west side of Great Road, north of King Street, identified as 410 Great Road. This driveway has not been included in the subdivision plan.			
18			The driveways at 410 Great Road and 550 King Street have proposed left-turn restrictions. The site driveway at 410 Great Road currently has no proposed geometric restrictions for left turning vehicles, however it is recommended to add a physical obstruction such as an island.			