

Maren Toohill, AICP
Town Planner
Littleton Town Offices
37 Shattuck Street, Room 303
Littleton, MA 01460

August 22, 2023

Re: Development Impact Statements – Definitive Subdivision Plan
King Street Commons Mixed-Use Development

On behalf of 550 King Street, LLC, “the Applicant”, TEC, Inc. respectfully submits these Development Impact Statements for review by the Planning Board. The following demonstrates the expected environmental, traffic, utility, and municipal impacts of the proposed subdivision:

1. Environmental Analysis

The existing site located at 550 King Street, Assessor’s Map U08, Lot 10-0, consists of two large office buildings, 15± acres of paved parking, and landscaped areas. The site is comprised of a variety of soil types which span from hydraulic soil groups A to D. Environmental resources are limited to two wetlands on the east and west sides of the site equaling 1.4± acres, natural vegetated buffers around the wetlands and along the northern property line, and landscaping around the historic Tuttle House. Existing environmental resources, as noted above, will all be preserved with the exception of some landscaped area near the Tuttle House. “Green” areas on the site will be drastically increased to provide shade, recreation areas, and adequate wetland buffers. The Applicant will submit an Environmental Notification Form (ENF) and an Environmental Impact Report (EIR) to comply with Massachusetts Environmental Policy Act (MEPA) under 301 CMR 11.00.

Vegetative Coverage Analysis

The site is comprised of a variety of coverages which include buildings, parking lots, landscaped areas, wetlands, vegetative cover, and trees. A large amount of the lot is occupied by impervious surfaces, with trees placed sporadically throughout the site. The project proposes to utilize the lot area more efficiently by removing the large parking areas, allocating a significant amount of space for landscaped areas, and preserving the majority of the existing vegetated or wooded buffers throughout the site. The site has no known significant wildlife habitats.

Visual Analysis

The site has frontage along King Street to the southeast and Great Road to the southwest, with Interstate 495 abutting to the north. Located along King Street is the historic Tuttle House which is to be preserved along with the abutting landscaped area. The two large office buildings are visible from both frontages of the property due to the limited number of trees along King Street and Great Road. Pedestrian access to the site from the neighboring Littleton Common is limited. The project proposes to maintain all points of access with an additional site driveway being added off King Street and introduce “strong” points of pedestrian access. The existing detention basin located in the northwest corner of the site will be retained and continue to be utilized as a means of stormwater treatment and storage. There are no scenic vistas on the property.

Surface Water and Groundwater Quality and Level

Surface water and groundwater resources will be protected through compliance with Massachusetts Stormwater Standards and wetlands will be protected through compliance with the Massachusetts Wetlands Protection Act and Town of Littleton Wetland Bylaw. Surface water quality will be improved upon by reducing the peak runoff and removing TSS using traditional deep sump and hooded catch basins, water quality units, and traditional LID BMPs. Surface water level will be maintained using traditional LID BMPs and the existing stormwater detention basin in the northwest corner of the site. Given that the specific land uses and associated impervious coverages of each individual lot have yet to be determined, specific means of stormwater management cannot be determined at this time. Groundwater level and quality will be maintained using stormwater infiltration BMPs. Domestic wastewater created by the site development will be conveyed to the Town's sewer system. According to the FEMA Flood Insurance Rate Maps (FIRM), map number 25017C0236F, dated July 7, 2014, the project is located within an area of minimal flood hazard, denoted Zone X. Please see attached FEMA National Flood Hazard Layer FIRMette.

Material Effects Upon Priority and Estimated Habitat for Rare and Endangered Species, Outstanding Botanical Features and Scenic or Historic Environs

The project is not located within a priority and estimated habitat of rare and endangered species, nor an area of critical environmental concern, nor located in proximity to any vernal pools. This data is based upon the most recent GIS data obtained from MassMapper. Botanical features on site which currently exist along the northern property line and select vegetated buffers are proposed to be retained. The site in its existing condition is nearly completely developed with little to no areas of scenic or historic environs, apart from the Tuttle House which is proposed to be retained. Please see attached maps for further information.

Capability of Soils, Vegetative Cover and Proposed Erosion-Control Efforts to Support Proposed Development Without Danger of Erosion, Silting or Other Instability

The site is comprised of a variety of soil groups according to the Natural Resources Conservation Service Web Soil Survey (NRCS), which includes Paxton-Urban land complex, Udhorthents-urban land complex, Woodbridge fine sandy loam, Merrimac-Urban land complex, Scarborough mucky fine sandy loam, and Canton fine sandy loam, which span from hydraulic soil groups A to D. These soils will determine which stormwater BMPs to employ based on soil qualities such as infiltration. Please see NRCS Soil Resource Report included as part of the Drainage Report.

Erosion and sediment control BMPs will be utilized at all times throughout the construction period. These BMPs will include compost filter tubes, silt fences, stabilized construction exits, silt sacks for inlet protection, stone check dams, and erosion control blankets for slope stabilization. Erosion and sediment control BMPs will be positioned along resource areas, property lines, drainage inlets, and at site access points to prevent any erosion, silting, or other instabilities from occurring.

Relationship to the Requirements of the Wetlands Protection Act (MGL Ch. 131, Section 40 and 40 A

The project does not propose any work within resource areas under the jurisdictions of the Massachusetts Wetlands Protection Act and Town of Littleton Conservation Commission, therefore, no state or local wetland permits are required.

2. Traffic Study

The project's traffic review requirements are outlined in the Planning Board Special Permit, dated June 15, 2022. The forthcoming Traffic Study(s) for the proposed buildings on the site are required by the Planning Board Special Permit Decision (Condition #9), which requires the Applicant to file a Traffic Study at least 90 days prior to the filing of its first application for a building permit. Additional notable project commitments to mitigate the traffic impacts have been memorialized in the Planning Board Special Permit, including providing a safe and walkable environment (Condition #13) and transportation options from the site to the Littleton / Route 495 Commuter Rail Station (Condition #20).

3. Water & Sewer Study

As previously mentioned, improvements to the Town of Littleton water and sewer systems were proposed to accommodate the proposed subdivision and future Town of Littleton development needs. The proposed subdivision will be constructed in conjunction with the Littleton Common Sewer Expansion and Water Main Replacement Project. Please see the plan set by CDM Smith dated February 2023 for further details.

4. Public Works Costs

The project proposes a privately owned and maintained roadway with access permitted by the public. The costs associated with future plowing, sanding, and sweeping, plus catch basin cleaning including disposal, and maintenance of the storm sewer system will be handled privately and therefore be of zero cost to the Town of Littleton.

5. Municipal Service Costs

The 550 King Street project proposes significant reinvestment into the former IBM office complex. The following estimated annual municipal costs were derived from the Town of Littleton Annual Report 2022 using a "per capita" methodology.

According to the Annual Report, the population of Littleton is approximately 10,120 residents. The following annual actual costs for 2022 were identified in the Annual Report and divided by the population (or number of students) to determine a per capita cost:

Service	2022 Actual Expense	Population	Per Capita Cost
Public Safety (Police, Fire / EMS, Dispatch, Building, Emergency Management, Crossing Guards, Canine)	\$5,126,044	10,120	\$507
Library	\$674,590	10,120	\$67
Parks and Recreation	\$243,580*	10,120	\$24
Schools	\$23,317,873	1,642**	\$14,200***

*2022 Actual Expenses for Parks and Recreation is listed as \$0. The 2023 projected budget was used for this service.

**Number of students enrolled.

***Cost per student.

The 550 King Street project proposes 780 new apartment units. Estimating 1.5 residents / unit there will be an estimated 1,170 new residents when the project is fully constructed. The project is anticipated to generate 78 school-age children. Using the per capita / per student costs above, we estimate the municipal service cost to be as follows:

Service	Per Capita Cost	Est. Increase in Population / Students	Est. Increase in Cost of Service
Public Safety (Police, Fire / EMS, Dispatch, Building, Emergency Management, Crossing Guards, Canine)	\$507	1,170	\$593,190
Library	\$67	1,170	\$78,390
Parks and Recreation	\$24	1,170	\$28,080
Schools	\$14,200	78	\$1,107,600
Total Annual Cost of Municipal Services			\$1,807,260

The estimated annual cost of Municipal Services is significant, so it is important to also consider the estimated annual revenue that will be generated by the project to fund the increased cost of municipal services and other initiatives in Town.

Recurring annual increases in revenue that will be generated by the project are comprised of real estate tax revenue, motor vehicle excise tax revenue, and local meals tax revenue.

Real Estate Tax

The approved Master Plan for the project includes 780 apartment units, 70,000 SF of new retail / commercial space, 20,000 SF of new office space and re-use of the 480,000 SF existing buildings (formerly IBM). Assessments will ultimately be made by the Town Assessor after the buildings are constructed and occupied. Our assumptions for calculating estimated increases in real estate taxes are as follows:

- \$250,000 per new apartment unit
- \$200 / SF for new retail / commercial and office space
- \$80 / SF for renovated and re-occupied existing IBM buildings

Littleton utilizes a split tax rate for residential and commercial properties. The FY2022 tax rates are as follows:

\$17.71 / \$1,000 for residential property
\$28.05 / \$1,000 for commercial property

Projected annual real estate taxes (in 2022 dollars) generated by the project are as follows:

Units / SF	Use	Est Value Per Unit / SF	Est Assessed Value	Tax Rate	Annual Taxes Generated
780	Residential Units	\$250,000	\$195,000,000	\$17.71	\$3,453,450
70,000	Retail / Comm	\$200	\$14,000,000	\$28.05	\$392,700
20,000	Office	\$200	\$4,000,000	\$28.05	\$112,200
480,000	Re-Use IBM	\$80	\$38,400,000	\$28.05	\$1,077,120
Total Estimated Annual Real Estate Tax Revenue					\$5,035,470

Motor Vehicle Excise Tax

The approved Master Plan for the project includes 780 apartment units. It is estimated that there will be 1.25 vehicles per unit, with an average vehicle value of \$20,000. Vehicles are taxed at \$25 / \$1,000 in value.

780 apartment units x 1.25 vehicles / unit x \$20,000 / vehicle x \$25 / \$1,000

Total Estimated Annual Motor Vehicle Excise Tax Revenue \$487,500

Local Meals Tax

The Town of Littleton participates in the local sales tax option on meals at a rate of 0.75%. It is estimated that the project will include 4 restaurants that average \$2,000,000 in annual revenue.

4 restaurants x \$2,000,000 annual revenue x 0.75%

Total Estimated Annual Local Meals Tax Revenue \$60,000

To determine if the project is fiscally beneficial for the Town, the estimated annual tax revenue increases are calculated and the estimated annual expense for municipal services is deducted.

Estimated Annual Increase in Tax Revenue	
Real Estate Tax	\$5,035,470
Motor Vehicle Excise Tax	\$487,500
Local Meals Tax	\$60,000
Subtotal of Annual Increase in Tax Revenue	\$5,582,970
Annual Cost of Municipal Services	(\$1,807,260)
Total Annual Net Fiscal Benefit for the Town	\$3,775,710

Based on projected increases in tax revenue and increases in town services, **the 550 King Street project is estimated to be fiscally beneficial to the Town by approximately \$3.7M annually.**

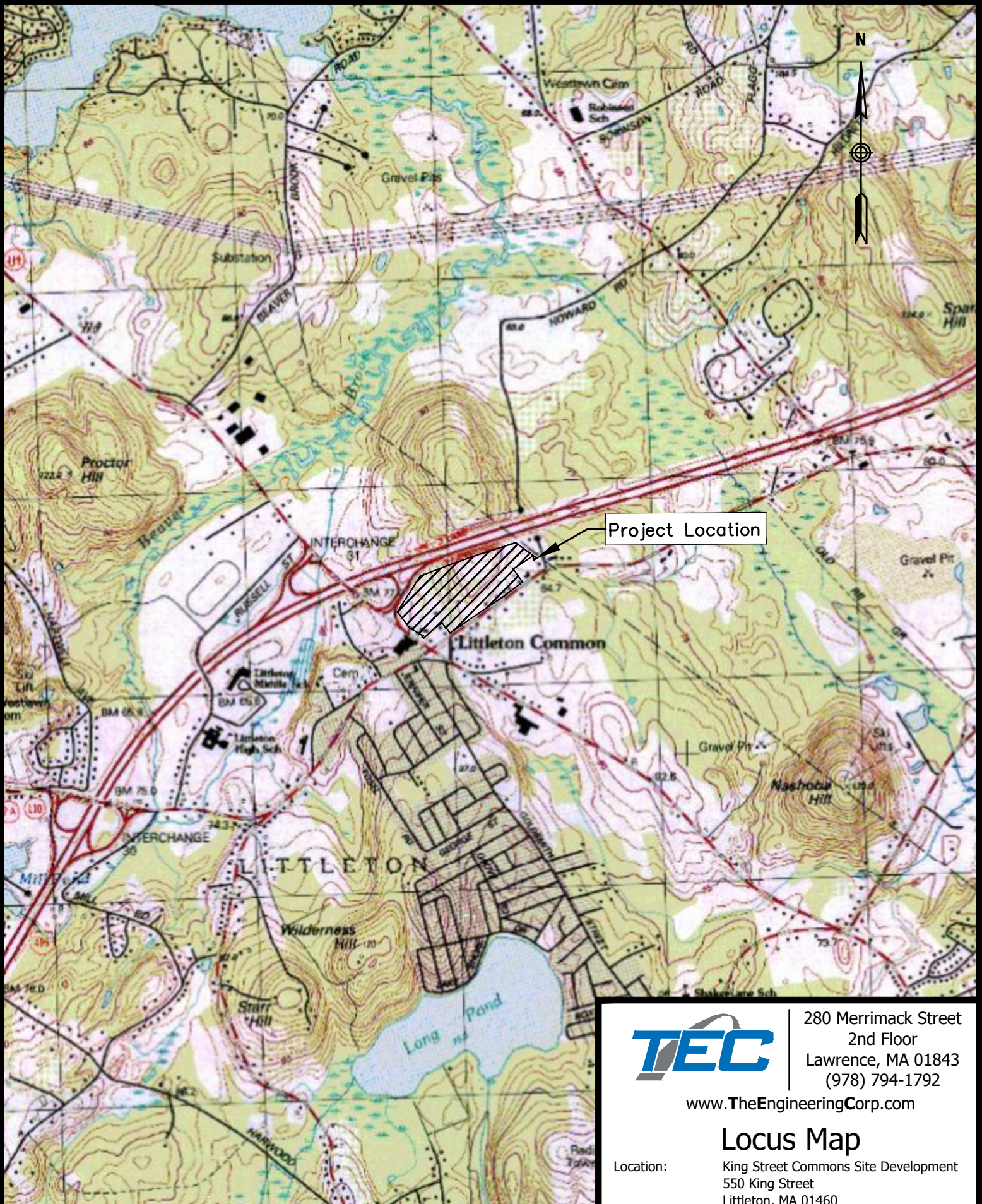
Please do not hesitate to contact me directly if you have any questions at (603) 601-8154. Thank you for your consideration.

Sincerely,
TEC, Inc.
"TheEngineeringCorp.com"



Christopher Raymond, PE

Attachment A – Locus Map
 B – Priority Habitats of Rare Species Map
 C – Areas of Critical Environmental Concern Map
 D – Vernal Pools Map
 E – FEMA National Flood Hazard Layer FIRMette



2000 0 2000 4000



SCALE IN FEET

August 15, 2023



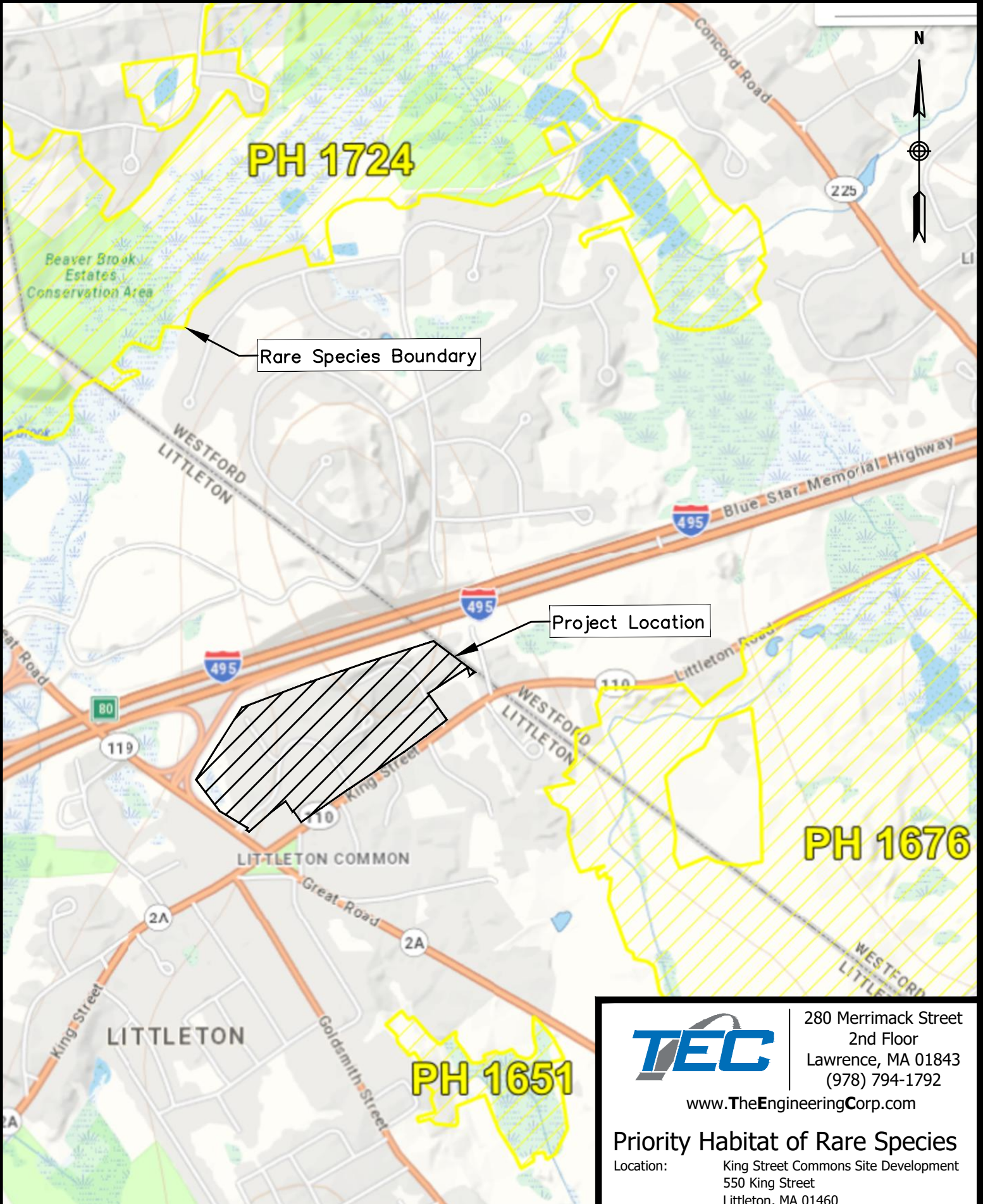
280 Merrimack Street
2nd Floor
Lawrence, MA 01843
(978) 794-1792

www.TheEngineeringCorp.com

Locus Map

Location: King Street Commons Site Development
550 King Street
Littleton, MA 01460

Prepared For: 550 King Street, LLC
290 Merrimack Street
Lawrence, MA 01843



1000 0 1000 2000



SCALE IN FEET

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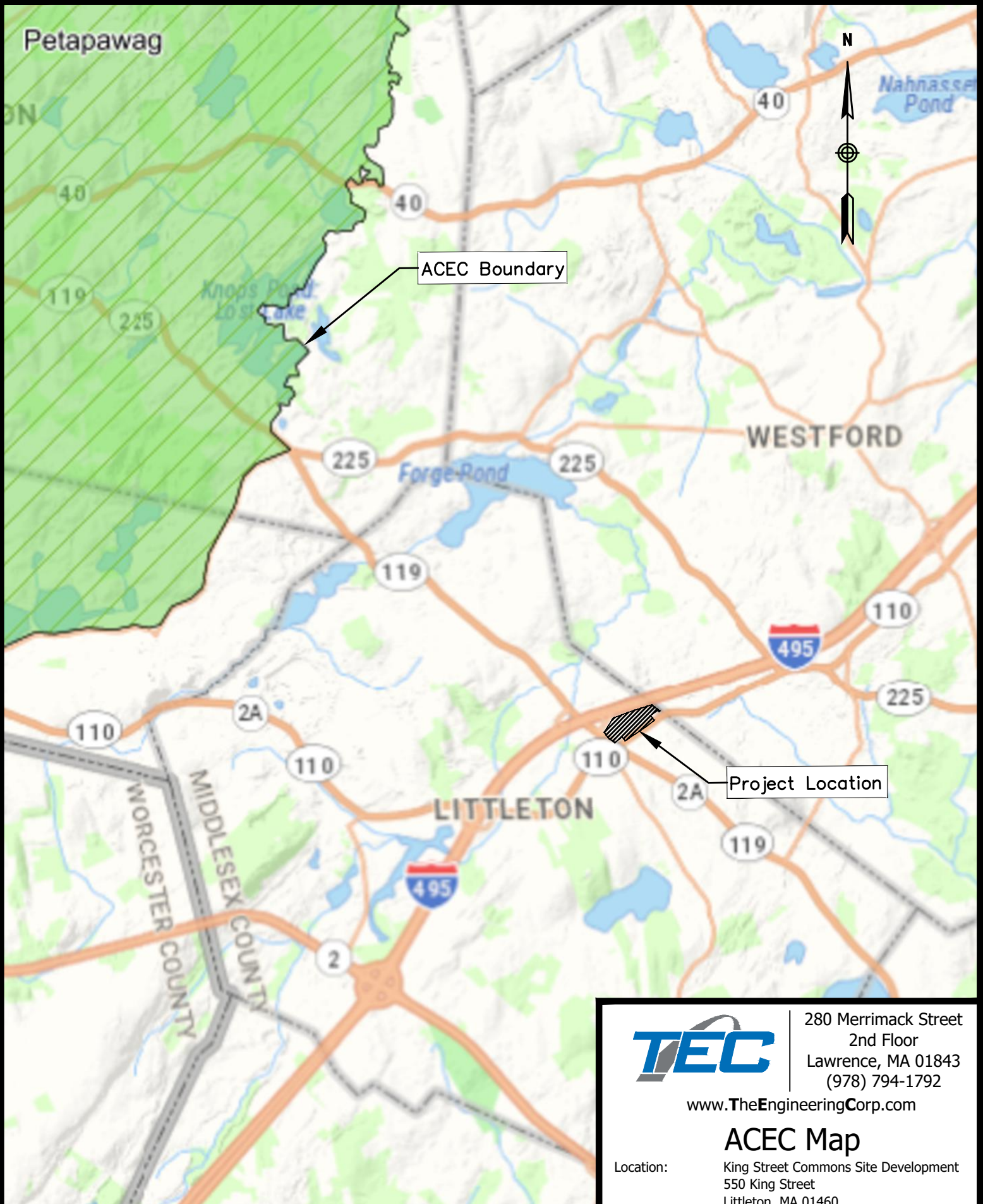
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Priority Habitat of Rare Species

Location: King Street Commons Site Development
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5000 0 5000 10000



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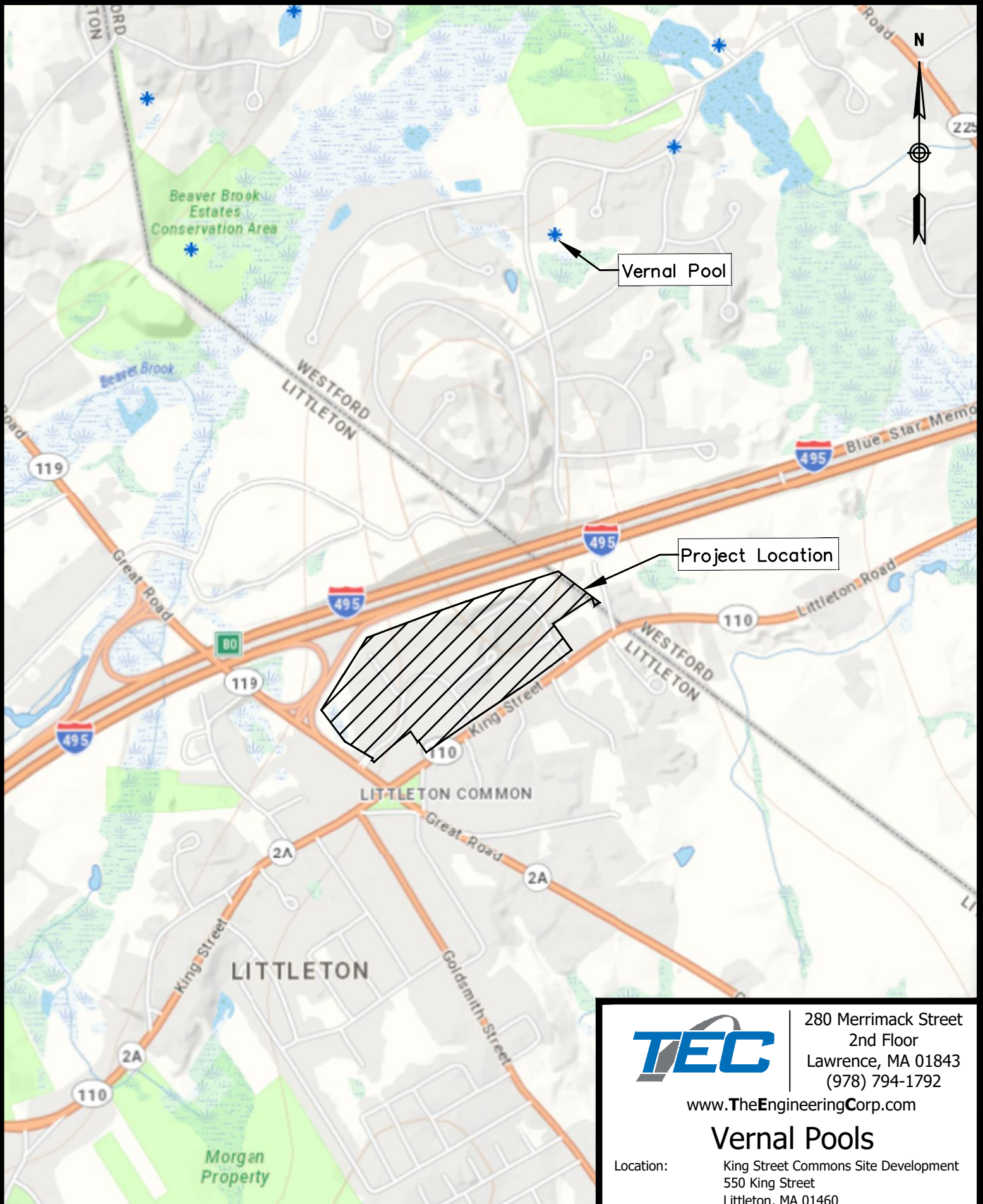
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ACEC Map

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Vernal Pools

Location: King Street Commons Site Development
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National Flood Hazard Layer FIRMMette



71°28'34"W 42°33'12"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

71°27'56"W 42°32'46"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/15/2023 at 10:23 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.