



**TOWN OF ACTON
DESIGN REVIEW BOARD**

Review Memorandum: Insulet Structured Parking at 100 Nagog Park
Room 126, Town Hall
August 01, 2018

DRB Members in attendance: Holly Ben-Joseph (Chair), Peter Darlow (Assistant Chair), Kim Montella, David Honn, and Janet Adachi (Board of Selectmen liaison).

Proponents in attendance: John Bowden, Insulet Corp. representative, Chris Ladd and Keirsten Deegan from Ci Design's Boston office., parking garage lead design team.

Documents Reviewed: Preliminary Site Plan, Preliminary Floor Plans & Section, Preliminary Elevations each prepared by Ci Design, dated 08-01-2018 and a Groundcover Calculation site plan sheet prepared by Highpoint Engineering, dated 07-10-2018.

This is the second DRB review meeting of the on-going project for Insulet at 100 Nagog Park, though the first devoted specifically to the recently proposed structured parking building. Insulet Corporation is presently in the midst of the renovation and build of their Acton headquarters and manufacturing facility. The company sales are ahead of schedule which has led to advancing the installation of production lines, previously planned for future phases. Given the pace of growth, the quantity of existing surface parking will be insufficient when the plant is at full capacity. The proposed new parking structure provides an approximate 300 additional parking spaces at the property.

The parking structure consists of a 4 deck, precast concrete structure, that has been sited over the top of an existing surface parking area. The structure is to be built partially into the existing sloped topography, thus it will have visible 3 or 4 decks of parking, depending upon which side of the building you view. In order to retain as much of the existing site scape, retaining walls, and roadways, the structure is bent in plan to fit within the curve of the existing site. The precast concrete structural members will be colored to generally match up with the brick toned porcelain metal panels used to face the manufacturing building now in construction. At each end of the parking structure will be a sturtower faced with off-white porcelain panels and capped with a roof structure reminiscent of the stair towers in construction that will service the new manufacturing addition. Accessible parking is handled at the surface lots close to the manufacturing and office entrances, thus an elevator is not part of the structured parking proposal.

The footprint of the parking structure has resulted in more permeable surface coverage, to the benefit of additional green space buffering the building from the adjacent access road.

Lighting for the parking structure at night will consist of 12 ft.tall high efficiency directed light poles at the top parking deck. Otherwise, lighting within the lower 3 levels will be internal to the structure. Headlamps of the parked cars will be screened by the precast guardrail hight concrete panels on the perimeter sides of the structure. It is planned that the parking structure will offer screening of much of the existing surface parking from the access road as well as block some of the light bleed from the surface parking lot light poles.

The DRB is comfortable with the design of the parking structure, taking note of the clear intent to blend the parking building exterior envelope with the finish and materials used for the manufacturing building.

It is understood that the siting of the parking structure is carefully fit to the existing site conditions. The DRB takes note of a small 15 car surface lot that remains at the South end of the parking structure adjacent to the arrival drive. and suggests that given the effort to build 300 additional spaces and understanding that a total parking capacity of close to 900 spaces will exist, why not eliminate this modest lot which will offer a much more significant opportunity for executing a landscaped feature upon arrival. As well, the DRB would like to see a landscaped vegetative buffer concept be developed along the East elevation of the parking structure as this faces onto the adjacent access road.

The DRB has requested a review of the landscape plans for this project when these are developed.

Respectfully submitted,

Peter Darlow
DRB Member