



**TOWN OF ACTON
DESIGN REVIEW BOARD**

Meeting Minutes
March 30, 2023
7:00 PM
Room 09, Town Hall

Present: Peter Darlow, (Chair), Richard Keleher, Tom Doolittle.

1. Opening

Chair, Peter Darlow, opened the meeting at 7:05 PM.

2. Regular Business

- A. Citizens' concerns – Comments were opened for special business topics. None were received.
- B. Approval of Meeting Minutes – It was moved and seconded to approve the February 7, 2023 minutes. The minutes were approved unanimously.

3. Special Business

- A. McGovern Automotive Group proposal for Two Auto Dealerships at Nagog Park

Proponents in attendance:

Jon Crandall and John Marino from McGovern Automotive

John Scanlon from BKA Architects

Thomas Miner from Hawk Design (landscape)

Garrett Horsfall from Kelly Engineering Group (civil)

Christopher Alphen from Blatman, Bobrowski, Haverty & Silverstein (attorney)

Documents reviewed (presented as a PowerPoint by Mr. Alphen):

- OVERALL- AERIAL- EX- CON COM
- 222124_McGovern Subaru Acton_031523
- Site Development Plans 2.17.23
- Lighting Plan
- Architectural Plans
- McGovern Acton Site Plan Renderings_032323 (2)

The applicant indicated that they will be presenting their proposal to the Select Board on April 24, 2023.



The applicant said that they have already presented to the Conservation Commission regarding the wetlands and are waiting for the peer review. They described at length the fact that the existing drainage systems are old and they would be improving them for better control of runoff water. There will be a 100-foot setback from the wetlands.

There should be a drawing showing what the signage at the entry will look like. Does the sign bylaw require a special permit?

The applicant should come back to the DRB with more complete drawings. Especially with all sides of the buildings shown and the treatment of the end wall of the existing building where the demolition occurs.

See separate DRB Review Memorandum for more detail.

4. Adjournment

At 8:30 PM, it was moved and seconded to adjourn the meeting.
The motion was approved unanimously.

Respectfully submitted,

Richard Keleher, for the DRB



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DESIGN REVIEW BOARD**

Review Memorandum: McGovern Automotive at Nagog Park
March 30, 2023

DRB Members in attendance: Peter Darlow, (Chair), Richard Keleher, Tom Doolittle.

Proponents in attendance:

Jon Crandall and John Marino from McGovern Automotive
John Scanlon from BKA Architects
Thomas Miner from Hawk Design (landscape)
Garrett Horsfall from Kelly Engineering Group (civil)
Christopher Alphen from Blatman, Bobrowski, Haverty & Silverstein (attorney)

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The applicant said that they have already presented to the Conservation Commission regarding the wetlands and are waiting for the peer review. They described at length the fact that the existing drainage systems are old and they would be improving them for better control of runoff water. There will be a 100-foot setback from the wetlands.

The plans show 1-1/2" caliper trees; the DRB recommends 3" minimum. The intent is to have 50% native trees; it is hard to find species that are native that are suitable for parking lots. The same is true for shrubs. The trees should be clearly shown on the plans submitted for approval. There should be a statement as to the number of existing trees being taken down and the total cross-sectional area of same. There will be foundation plantings. The islands will be planted with shrubs and ornamental grasses. It was suggested to avoid lawns, due to potential damage from snow and ice melt.

There should be a drawing showing what the signage at the entry will look like. Does the sign bylaw require a special permit?

DRB recommends applicant should consider providing stone walls near the entrance; Acton has a long tradition of stone walls. Will be a small gesture within site scope to visually tie to the regional image.

It was noted that the "amber" lighting is too warm. They will see if the bylaws will allow 3000K. It was also noted that 15 – 20 footcandles is extremely bright (for "sales

parking”). Although the applicant noted that they will be off at midnight, it was suggested that the brightness should be lowered to that used for standard commercial parking lots.

The applicant described the cladding of the building as tilt-up concrete panels with aluminum composite material (ACM) panels on top at the front and the initial portion of the side walls. The front will also have large areas of curtain wall.

The applicant said that there is no intent to meet LEED or such standards. The roof should be set up for future solar installation, if not being installed initially.

It was suggested that the applicant consider avoiding using fossil fuels for heating the building; Acton is trying to become one of the pilot communities to have a no-fossil-fuel bylaw.

There will be two high-powered charging stations for electric vehicles.

There was a lengthy discussion of where the drop-off and pickup parking occurs. The DRB would like to see the second (future) dealership building flipped, so that the entrance to both buildings is at the center of the site. However, the applicant pointed out that the setback requirements will not allow that. An alternative would be to have two separate entrances, one for each dealership. But, there was some concern that the entrance wants to be one entrance where shown, not split.

It was suggested that the applicant consider providing solar panels over canopies over the parking lot. This would provide power for the building and shade and shelter parked cars.

Findings:

The applicant is requested to return to the DRB with more complete drawings. Especially with all sides of the buildings shown and the treatment of the end wall of the existing building where the demolition occurs.

The DRB highly recommends 3” minimum caliper for new trees. There should be a statement as to the number of existing trees being taken down and the total cross-sectional area of same.

There should be a drawing showing what the signage and recommended stone wall request at the entry will look like.

The color of the lighting should be cooler than the “amber” color shown. It was suggested that the brightness should be lowered to that used for standard commercial parking lots.

The DRB thanked the proponents for the opportunity to review the proposed project. The proponents thanked the DRB for the comments and will consider them as they move forward before the Select Board.

Respectfully submitted,

Richard Keleher, for the DRB