



TOWN OF ACTON
DESIGN REVIEW BOARD

Review Memorandum: Revised Insulet Structured Parking Building at 100 Nagog Park
Room 126, Town Hall
November 28, 2018

DRB Members in attendance: Holly Ben-Joseph (Chair), Peter Darlow (Assistant Chair), Kim Montella, David Honn.

Proponents in attendance: Chris Ladd and Keirsten Deegan from Ci Design's Boston office, the parking garage lead design team.

Documents Reviewed: New Preliminary Site Plan, Prior Preliminary Site Plan, New West, South, East, and North Elevations, New Parking Deck Floor Plans & Longitudinal Section, each prepared by Ci Design, dated 11-09-2018 and a Groundcover Calculation site plan sheet comparing the prior proposed structured parking footprint to the new proposed structure parking footprint, prepared by Highpoint Engineering, dated 11-06-2018.

This is the third DRB review meeting of the proposed project for Insulet at 100 Nagog Park. As Insulet has been building its new campus, it has been determined that the quantity of existing surface parking in combination with the proposed structured parking space totals will be insufficient for when the manufacturing and headquarters facility is operating at full capacity. Specifically, insufficient parking opportunities would be available during shift changes, due to the overlap of shift workers arriving while prior shift workers have not yet left. Ci Design has been working with the precast concrete vendor for this project, a company that specializes in structured parking design and fabrication. As the parking structure design has been refined, there has been several identified improvements to the proposed structure layout that will allow for an additional 140 parking spaces to be developed without making a wholesale change to the original proposed concept.

As before, the parking structure proposed consists of a multi-deck, precast concrete structure, that has been sited over the top of an existing surface parking area. The recent updates to the proposed structure's design include a tightening of the plan with respect to a more narrow site footprint, a simplification of the plan at each end of the building and lower deck to deck heights, The structure will be built partially into the existing sloped topography, as now proposed, it will have 4 visible decks of parking, an increase of one half deck, due in part to the lowered deck to

deck height. The added half parking deck will not visually increase the mass of the building from the public face.

As before, 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 parking lot. As before, the precast concrete structure will be colored to generally match up with the brick toned porcelain metal panels facing the manufacturing building addition. Again, as before, at each end of the parking structure there will be a staintower, faced with offwhite porcelain panels and capped with a roof structure reminiscent of the stair towers in construction that will service the new manufacturing addition.

Accessible parking continues to be handled at the surface lots close to the manufacturing and office entrances, thus the structured parking building is not designed to be accessible and an elevator is not part of the structured parking proposal.

The DRB is comfortable with the structured parking building adjustments, and in particular is pleased that the footprint of the building has been further tightened to increase the pervious buffer adjacent to the access road.

Respectfully submitted,

Peter Darlow
DRB Member