



## SELECT BOARD AND SEWER COMMISSIONERS

Meeting Minutes

Monday, November 1, 2021

7:30 PM

Town Hall Room 204 with In-Person and Virtual Public Participation

**Present:** David Martin, Dean Charter, Jim Snyder-Grant, Fran Arsenault, Himaja Nagireddy, and Town Manager John S. Mangiaratti

**Absent:** None

Mr. Martin called the meeting to order at 7:30 PM.

### **I. Regular Business**

#### **1. Resident Concerns**

Mr. Peter Berry, Board member of the Acton Housing Authority (AHA), read a statement describing the qualifications and experience of AHA Board members, and decrying the Select Board's approach of listening to a resident complain about their AHA condo and the AHA itself at the 10/18 without notifying the AHA beforehand or planning for time for the AHA to respond right away.

Ms. Janet Adachi, Chair of the Acton Community Housing Corporation, shared additional concerns about the Board's approach to the complaints from the AHA tenant.

#### **2. Chair Update/Town Manager Update/Members Minutes**

Mr. Martin spoke about his decision process in allowing the resident complaints to be aired in their entirety during resident concerns, and what aspects of this matter can be legitimately followed up by the Town: health and safety issues under the purview of the Health Department, for example. He reiterated that the AHA board and staff work hard and are dedicated to public housing, and that the AHA Board are committed, honorable, and skilled volunteers. He regretted that the tenant accused the staff of racial motivations in their treatment of her.

Mr. Mangiaratti updated the Board and the public on a number of matters:

- The Town received a MassWorks grant for Complete Streets planning for Great Road in the amount of \$90,000, to plan for ways for pedestrians, cyclists, people with disabilities, cars, trucks and other users of Great Road to be able to safely and successfully share the corridor.
- Great progress has been made on two aspects of the large-scale solar project on the WR Grace Superfund site: the Payment in Lieu of Taxes (PILOT) agreement and the Low Income Community Solar System (LICSS) agreement. Completed and signed documents are anticipated by the end of the year.
- The library is operating at reduced hours due to some staffing shortages, and these shortages are expected to be resolved shortly.



- Acton's Veteran's Day ceremonies will be held outdoors on the Town Common starting at 11:00 AM on the 11<sup>th</sup> of November. All are encouraged to attend.
- COVID cases have stayed approximately steady. Currently at 12 active cases. The Town is working to identify people who are eligible for booster shots who may have difficulties in traveling to a pharmacy or doctor's office to get their shot. The Town is anticipating announcements shortly about extending eligibility for shots and boosters, and is preparing to respond.
- The November Municipal Monthly has just been published. There is a new monthly feature from the Town's new Cultural Resources Planner Barb Ryan. This month's feature is about cupolas on top of historical buildings.
- The November 15<sup>th</sup> Board meeting is expected to include a presentation and discussion on the updated 10-year capital plan.
- Also expected at the November 15<sup>th</sup> meeting is a presentation on turning the intersection of High Street and Parker Street into a four-way stop.
- The annual tax classification hearing is expected on December 6. In anticipation of that hearing, Mr. Mangiaratti explained that the recent large increases in residential sale prices in the last 12 months will begin to impact housing assessments. There has not been a corresponding increase in commercial land and building prices. Residents can expect that there will be some shift in total real estate taxes from the commercial sector to the residential sector.
- Mr. Mangiaratti will be presenting his recommended annual Town budget for fiscal 2023 (the 12 months beginning July 1, 2022)

Mr. Snyder-Grant requested that the Town Manager and Board Chair consider having Mr. McMullen present information about the Town's tax reduction programs when presenting the tax classification hearing. Mr. Snyder-Grant also expressed appreciation to staff, the Manager and his fellow Board members for how the complex and time-pressed ARPA money allocation process came together. He noted that the remaining projects in the 'reserved' category amount to about 5.4 million dollars when we have only 2 million more dollars to allocate, so there will be some tough decisions coming up. Mr. Snyder-Grant also described the Town's new Taxi voucher pilot program, which is providing free taxi rides to residents over 50, people with disabilities, and to veterans and others, when the Town's existing van services are not available. The details are available at the Town's website or from Austin Cyganiewicz at [acyganiewicz@actonma.gov](mailto:acyganiewicz@actonma.gov)

Mr. Charter responded to the statement from Mr. Berry. He was glad that the AHA finally got a chance to defend itself, and wishes that they could have been notified ahead of time and given a chance to speak at the last meeting. He appreciates the hard work they do. He acknowledged that because of privacy concerns, the AHA could not address most of the specific issues in public.

Ms. Arsenault noted that she was able to visit two AHA condo rental units at Yankee Village, and that the difficult conditions described at the last meeting were present in the unit occupied by the resident who spoke at the last meeting.



Ms. Nagireddy noted that she appreciates that the “resident’s concerns” section of the agenda provides a wonderful opportunity for any resident to be heard by the executive body of the Town, and thanked the Chair for allowing the extended comments made at our last meeting during resident’s concerns, even if it was part of what made the meeting run so late that night.

## **II. Public Hearings**

### **3. Class II Auto Dealer License, 440 Great Road**

See notes under item 4. Both license hearings were combined.

### **4. Class II Auto Dealer License, 442 Great Road**

Mr. Martin read the public hearing notices for both 440 Great Road and 442 Great Road. Speaking to the license applications was the owner of both buildings, Mr. Leo Bertolami. He described the two businesses involved, one selling high-end classic automobiles in a museum-like setting, and one a leasing business. These are, in effect, transfers of licenses from other locations on Great Road, although Acton law requires the issuing of new permits after the old licenses are turned in, which is what Mr. Bertolami is requesting. Mr. Bertolami reported on an issue that was raised today in conversations with the building department about sprinkler systems, and Mr. Bertolami has agreed to install a sprinkler system. Even if the licenses are issued now, the businesses will not open until the Spring of 2022, because completing construction will require opening up Great Road, which is not allowed in Acton during winter except for emergencies.

**Mr. Charter moved, seconded by Ms. Nagireddy to close the public hearings for 440 Great Road, and the Board voted unanimously 5-0.**

**Mr. Charter moved, seconded by Ms. Nagireddy to close the public hearings for 442 Great Road, and the Board voted unanimously 5-0.**

**Mr. Snyder-Grant moved, seconded by Ms. Arsenault to approve the Class II Auto Dealers License for 440 Great Road, and voted unanimously 5-0.**

**Mr. Snyder-Grant moved, seconded by Ms. Arsenault to approve the Class II Auto Dealers License for 442 Great Road, and voted unanimously 5-0.**

### **5. Site Plan Special Permit #08/04/2021-472, 9 School Street (continued from October 4, 2021)**

The Chair read the meeting announcement. Molly Obendorf of Stamski and McNary presented a revised plan. Applicant/Owner John Perkins of Stoughton, MA also updated the Board on a request from the Board at the previous hearing date to consider all-electric heating and cooling via heat pumps. Mr. Perkins met with Abode, Inc, who is providing heat pump consulting services to building owners in Acton. He stated he now plans to use all-electric heating and cooling for the proposed buildings at 9 School Street. Board members thanked him for his willingness to make this change, which is in line with the Town’s sustainability policy and Town Meeting’s Climate Emergency Declaration of 2020 and the Building with Clean Energy bylaw and home rule petition of 2021. Mr. Snyder-Grant raised issues described in the most recent Peer Review document. Ms. Kristen Guichard, Planning Director, noted that she would be fine with drafting a decision that



required that the peer review comments and other staff comments be resolved to the satisfaction of Planning staff. Ms. Guichard noted that the peer review comments were characterized by the peer reviewer themselves as minor in nature, that would not, for example, require any changes in the location of the building. On query by Ms. Nagireddy, it was confirmed that sewer design and location has been signed off by the Town Engineer, and there has been an amended Order of Conditions from the Conservation Commission. Upon query by Mr. Chris Allen, Manager of the Acton Water District, the water lines were confirmed to be in front of the units and sleeved to protect them from the construction process and from the other utility lines there.

**Mr. Charter moved, seconded by Ms. Nagireddy to close the public hearing for 9 School Street, and the Board voted unanimously 5-0.**

**Mr. Charter moved, seconded by Ms. Arsenault, to approve the Site Plan Special Permit and Use Special Permit for 9 School Street under Zoning Bylaws 3.3.4, 10.4 and 10.3.5, with the condition that the peer review and staff comments are resolved to the satisfaction of the Planning Director. Voted unanimously in favor 5-0.**

6. Presentation of Proposed Hayward Road at Main Street 25% Design

DPW Director Corey York and consultant Bob Stathopoulos presented plans and options for the Hayward Road / Main Street intersection that included a stop light installation, additional cross walks and bike lanes and bike markings. The goals were to address the problems of unsafe high speeds on Main Street, excessive delays on Hayward Road, the over-use of Hayward Road as a cut-through, and safety concerns for pedestrians, bikes, and vehicles. The alternative considered was the presence or not of a dedicated left-hand turn lane from Main Street northbound to enter Hayward Road, the left-turn lane was projected to have a better impact on wait times than not having one, at a possible increase in cost because the extra road width would require more work with the rock ledges on the east side of Main Street. Either plan would provide additional safety for cars, a safer situation for bikes, and extra options for pedestrians looking for a safe way to cross Main Street. The national Manual on Uniform Traffic Control Devices (MUTCD) was used to analyze the alternatives and create a proposed design. The MUTCD provides a way of measuring the need for traffic signals, and those measurements showed that a traffic signal was warranted. Either alternative improves wait times on Hayward Road, but both alternatives create some additional delays north and south on Main Street because of the use of stop lights. Another goal was to reduce the occurrences of difficulties for trucks in making the turns from Hayward to Main Street southbound, and Main Street northbound to Hayward. Both plans accomplish this partly by removing the traffic island.

On query from Mr. Snyder-Grant, it was reported that there have been no pedestrian accidents reported since the flashing beacon was added to stop traffic on Main Street for pedestrians. There is no recent data on whether car accidents have increased or decreased since Hayward Road was widened at Main Street.

On query from Mr. Snyder-Grant, it was noted that the predicted future traffic conditions, with or without the proposed changes, rely on state projections of steady traffic increases in



that area. The reliability of those projections was questioned, with more commuters working from home, and additional Acton residential growth mostly predicted north of Great Road.

Mr. Charter noted that the traffic queue on Hayward Road is backing up to Jefferson Drive in the afternoon when the schools are letting out, and at that time many motorists are choosing to cut through Jefferson Drive to get to Main Street north. He suggested updated traffic counts that included Musket Drive and other ways of cutting through, and modeling the impact of these proposed changes on the secondary roads that people are using now to cut through. Mr. Stathopoulos noted that because the traffic lights and other changes were projected to reduce queuing times and queuing lengths on Hayward Road, it would likely reduce turns off of Hayward on to Jefferson Drive as an alternative.

Ms. Nagireddy asked about the quantitative measurements as shown by the heat maps for Strava: how many people made the difference between a well-used road and a less-traveled route, Mr. Stathopoulos was unable to answer the question at the time, but was willing to ask the vendor.

Bill Mullin, former Selectman and resident of Patriots Hill spoke of the dangers of cars choosing small residential side roads instead of Hayward. Mr. Mullin noted that the maximum current delays on Hayward are about 3 minutes, and the changes bring delays down to 90 seconds, and that savings of 90 seconds are not worth the high cost of adding a light. A proposed solution was to paint a safety circle in the intersection for a police officer to direct traffic during the worst 30 minutes of the morning and afternoon school-related rush hours.

John Petersen noted that the addition of the traffic light will increase wait times north and south on Main Street. Also noted that past traffic predictions were incorrect: traffic has not increased in general. Recommended not proceeding with this design.

Scott Anderson, 1 Hayward Road noted that the big problem is left turns from Main Street going north into Hayward. Between four times per week and daily a truck gets stuck and needs to go back and forth to get free, creating increased delays. Wants to know how these will be resolved. Mr. Stathopoulos has diagrams that show how the large trucks can move more easily in the revised plans, and will make that diagram public. Mr. Anderson also expressed concern about getting out of his driveway, and Mr. Stathopoulos assured him that the design will make sure that this issue is addressed.

Terra from West Acton, noted a disappointment that no alternative was considered without a traffic light. Asked about how the new pedestrian light was working, and if there were light options for pedestrians that would be even more effective.

Mr. Stathopoulos noted that in some other situations, roundabouts or rotaries are good alternatives that avoid lights, but in this situation, many trees would need to come down and extra land would need to be acquired. Mr. Stathopoulos noted that there are more



effective light patterns for pedestrian safety that would give an explicit blinking red light to cars to indicate their need to stop that are not full traffic lights.

Rama (sp??) asked if the traffic lights would be traffic actuated. Mr. Stathopoulos noted that the recommended pattern was to monitor the Hayward traffic and automatically give Main Street traffic increased green in the cycle.

Franny Osman, Chair of the Transportation Advisory Committee, noted that the committee looked at the plan and thought it was a safety improvement. Also spoke in favor of making the pedestrian light technology more visible and permanent if no larger traffic light system was installed.

David Keen, 5 Hayward Road: acknowledged the need for a permanent major improvement. Noted that accidents occurring at the intersection may not all be reported to the police. The new flashing beacon is only partially effective: crossing there is difficult, with many cars ignoring the flashing beacon. ‘Soft’ solutions, such as adding a police officer, will not address the safety issues. Because of the location of the school campus, Hayward Road will always see a lot of traffic.

Karen Pierce, Heald Road. Sees a lot of the traffic cut-throughs. Anything that slows down traffic north and south on Main Street will drive more traffic onto the side roads and create more pedestrian safety issues.

Mr. Charter noted that Patriots Hill safety concerns need to be addressed, and that a good approach might be to use the full 40-foot rights of way in that area to create additional places for pedestrians and bikes to find refuge from cars. Recommends proceeding with option 1.

On query by Mr. Snyder-Grant, Mr. Mangiaratti noted that police do sometimes cover the Main Street / Hayward intersection, but that he has concerns about the safety of officers if there are permanent daily assignments on weekdays at the intersection. He noted that the experts they hired and have on staff agreed that adding a light is the best solution.

On query by Ms. Nagireddy, Mr. Mangiaratti explained that a 25% design, which we have now, sketches out the proposed solution, and a 100% design looks at all the remaining design details to allow for bidding and construction to proceed.

Mr. Martin spoke in favor of the safety improvements included in the design.

Upon query by Mr. Snyder-Grant, Mr. Stathopoulos noted that there was a ballpark cost estimate of \$800,000, but that this doesn’t include the extra costs related to dealing with the ledge on the east side of the slope.

**Mr. Charter moved, and Ms. Nagireddy seconded, that the Town proceed to a 100% design based on alternative 1 (the one with a left-hand turn lane). Mr. Martin, Mr.**



**Charter and Ms. Nagireddy in favor, Mr. Snyder-Grant and Ms. Arsenault opposed.  
Motion passes 3-2.**

### **III. Sewer Commissioners**

#### **7. Update on Waste Water Treatment Plant Rehabilitation Project and Powder Mill Project**

The 20 year-old treatment plan is being rehabilitated. Mr. Mangiaratti and Jack Troidl reviewed slides describing this phase 2A project. Approved at 2021 Town Meeting. Funded by MassWorks, developer mitigation fees, sewer stabilization funds, and the State Revolving Fund. The developer mitigation fees are associated with the Powder Mill Road project. The permits associated with that project include major funding for a proposed new pump station to support sewer extension. The presentation also provided an overview of the Waste Water Treatment facility current and possible future capacity, and possible future use.

Mr. Charter noted that the 299,000 gallon /day discharge limit is not enough to process most of the future anticipated needs. Mr. Mangiaratti concurred, and noted that the current funding is not be used for capacity increases, and that to meet these additional needs, further funding will be needed, for design, permitting, and implementation of capacity increases and associated discharge limit increases. Great Road is shown as one possible user of the capacity, with the understanding that Acton's Comprehensive Water Resources Management Plan (CWRMP) anticipated that Great Road waste water treatment needs would be met without using the existing sewer system. The Great Road needs are shown on the chart just in case the Town decides to use the existing waste water treatment facility to serve Great Road. The chart also estimates the new possible connections within the existing sewer district, such as from existing buildings that are not yet connected to the sewer system.

#### **8. Presentation of Main Street Sewer Main Extension Feasibility Study Final Report**

A Housing Choice grant was used to do a feasibility study on extending the sewer line over Rte 2 to connect to the proposed Acton Housing Authority project on Main Street just north of Rte 2 at 362 Main Street that would have 41 total 1-2 bedroom units for seniors and adults with disabilities. There is some money left to complete an actual design if the Board chose to spend the rest of the grant that way. Timothy Letton of GPI reviewed the feasibility study results showing the two variants explored: attaching pipes to the underside of the Rte 2 overpass, or going under Rte 2. The study recommended developing the design for going under Rte 2 as it appeared to have fewer issues for construction and permitting. The design would be a force main rather than a gravity main, so pumps would be required via a small sub-surface pump house on Town land just north of Rte 2, on a corner of the land proposed for the dog park.

After the design, probable construction cost is estimated very roughly at \$1.5 million. The schedule would be, roughly 12 months for design and permitting, and then 6-9 months for construction.

Upon query by Mr. Snyder-Grant, Mr. Mangiaratti explained that the existing sewer district encompasses this part of Main Street already, and so no Town Meeting vote would be



needed for a sewer district extension. Mr. Mangiaratti also explained that if the Board decides to fund this project via a betterment fee, than a Town Meeting vote would be required, but that the current thinking is that the Town would cover the cost (perhaps through some combination of grants, ARPA funding, and other sources) so that the only cost for the Main Street development would be the cost of connecting to the new sewer line, and the ongoing operational costs of being connected to the sewer, implemented as extra costs on the water bills of all the residents of 362 Main Street.

Upon query, by Mr. Snyder-Grant, Mr. Mangiaratti explained that other land owners along the extended line, such as Acton Medical or the landowners on the east side of Main Street, would also not be paying a betterment fee for the same reason, but would be paying a privilege fee if they chose to connect.

Upon query by Mr. Charter, Mr. Mangiaratti affirmed that the intent was to have this sewer extension save the AHA money. The Board's past practice is to waive privilege fees for affordable housing, which would also help make this sewer project save the AHA money.

Upon query by Ms. Nagireddy, the choice of sewers or septic systems for the AHA project would not impact the total amount of water used, which is simply dependent on the number of bedrooms. [JMI]However, 41 bedrooms represents a very small part of Acton's potable water use.

Mr. Martin noted that the possible cost of the AHA septic system would be in the hundreds of thousands of dollars, but less than the estimated cost of the sewer system. The projected savings to the AHA of sewer versus septic rely on the Town finding ways of paying for the sewer system.

Upon query by Mr. Martin, GPI affirmed that Acton Medical would be able to connect to this new sewer extension if they chose to.

**Mr. Charter moves, and Ms. Arsenault seconds, that the Town proceed with completing the design. The motion passes 3-1-1 (Mr. Snyder-Grant nay, Ms. Nagireddy abstains).**

9. Request from Acton Water District Related to Use of Waste Water Treatment Plant as a PFAS Mitigation Measure  
This item was not discussed and will be on a future agenda.

#### **IV. New / Special Business**

10. 8:55 PM Approval and Record of Vote for Certificate of Compliance, 17 Brewster Lane  
(This was taken up later in the meeting, after item 14)

This property had a deed restriction for affordability, but the property has gone through foreclosure, which clears the right to act on any deed restriction. There is a Certificate of Compliance that acknowledges this change in legal status, and allows the house to be sold.





**Mr. Charter moves, and Ms. Arsenault seconds, to approve the Certificate of Compliance for 17 Brewster Lane and voted unanimously 5-0.**

11. Update from the Acton Housing Authority Regarding Capital Plan

Kelley Cronin, Executive Director of the Acton Housing Authority, described the extensive capital needs of AHA units, many of which have not had any upgrades in 40 years, and have limited funding available. Normally they do annual inspections, but during the beginning of the pandemic no inspections were done. This summer, to catch up on deferred inspections, the AHA hired an external inspection company. All issues found are turned into work orders, and are prioritized to fit into the \$170,000 / year total given to the AHA by the State for updating the apartments. This amount was based on spreading out the needed work identified by the State over 20 years, but that is not sufficient as over a 20-year period much additional improvement work becomes due. Additional work has been identified by the AHA and added to the State tracking system.

The different types of units have different finances and funding sources. The least well-funded by the State are the condo units that the AHA owns, such as at Yankee Village. CPA money can only be used for internal replacement and upgrades if the units were purchased with CPA funds, which is not the case of the AHA-owned condo units.

Ms. Cronin showed images of some original units and some reconditioned units, and reviewed planned work for the current and upcoming year. Included on the list are the units at Yankee Village. In the past, work has been postponed until a change-over of residents, but that is not practical at this time, so residents are moved to newly renovated units to allow upgrades to vacated units.. Appliances are not replaced if they can be repaired. ARPA money may be forthcoming to speed up capital repairs, but will take time. Any local ARPA money that could be released from reserves for this purpose would speed up upgrades and replacements in the units.

On query by Mr. Snyder-Grant, Ms. Cronin explained that emergency repairs and unexpected replacements are funded out of a limited annual budget as well that goes to vendors.

Mr. Charter noted that there was a legislative fix to allow repairs or upgrades to recreation projects that were not originally funded by the CPA, and wondered if there were similar efforts to fix the CPA regulations for affordable housing. Ms. Cronin was happy to ask around if any such efforts were underway. She noted that the limited state housing money is mostly going to create new units, not maintain existing units.

On query by Ms. Nagireddy, Ms. Cronin explained that the priorities of the work order system are set by the AHA after public hearings to which all residents are invited.

Resident Alia Layne, noted that a missing part of the explanation of funding is that the AHA needs to acknowledge when things need replacing. Ms. Cronin explained that a report



by an AHA resident of a broken appliance is always responded to by the AHA, with repairs or replacements, whichever is recommended by their appliance vendor.

12. Review Conceptual Design for Asa Parlin House Rehabilitation

This item was not discussed and will be on a future agenda.

13. Board to Discuss Renaming Community Way to Caroll Spinney Way

Dean Charter explained that Caroll Spinney was an Acton resident before he became a well-known puppeteer, including Big Bird on Sesame Street. He brought a lot of joy and confidence to an entire generation of young people.. Mr. Spinney passed on two years ago, and there has been talk of a local memorial to honor his contributions to the world. One suggestion was to rename the private way connecting Mass. Ave to Main Street as “Caroll Spinney Way”. This way is currently referred to as Noname Road or Community Way. As part of the ongoing easement and land aquisition work, Town Meeting members may have the opportunity to vote to accept it as a public way and rename it at the Spring Town Meeting.

**Mr. Charter moved that if the 2022 Annual Town Meeting accepts the road now referred to as Community Way as a public way, then its name shall be Carroll Spinney Way. Seconded by Mr. Snyder-Grant and unanimously approved 5-0.**

14. Request for Hunting on Town-Owned Property Behind Woodlawn Cemetery and Morrison Farm

The Board acknowledges there is a need for a larger discussion about a possible policy for hunting on Town-owned land. There may or may not be places where carefully regulated hunting would be appropriate on Town Land. The Board members agreed that this particular parcel is not appropriate for hunting for safety reasons.

**Mr. Snyder-Grant moved and seconded by Ms. Nagireddy to deny this hunting request on Town-owned land behind Woodlawn Cemetery and Morrison Farm. Motion passes unanimously 5-0**

V. Consent Items

**Mr. Charter moved, and seconded by Ms. Arsenault to approve consent items 15 through 21 inclusive. Motion passes unanimously 5-0.**

Executive Session:

There was a need for an Executive Session to discuss (i) the purchase, exchange, lease, or value of real property located at 289 Main Street for parcels TE-44 and E-1 as shown on the Alteration Plan of Main Street (Route 27); and (ii) the purchase, exchange, lease, or value of real property located at 362 Main Street under Open Meeting Law Purpose 6 as an open meeting may have a detrimental effect of the negotiating position of the Select Board.

**Mr. Snyder-Grant moves, and Ms. Nagireddy seconds, to go into executive session to discuss (i) the purchase, exchange, lease, or value of real property located at 289 Main Street for parcels TE-44 and E-1as shown on the Alteration Plan of Main Street (Route 27); and (ii) the purchase, exchange, lease, or value of real property located at 362 Main**



**Street under Open Meeting Law Purpose 6 as an open meeting may have a detrimental effect of the negotiating position of the Select Board. Motion passes unanimously 5-0.**

At the end of the executive session, the Board returned to regular session solely for the purpose of adjourning.

Mr. Snyder-Grant moved and seconded by Ms. Nagireddy that the meeting adjourn. Motion passes unanimously 5-0.

### **Documents and Exhibits Used During this Meeting**

- Agenda, November 1, 2021
- Text of Statements from Peter Berry of the Acton Housing Authority
- Use Special Permit
- Class II Auto Dealer License application, Northeast Collection, Inc.
- Class II Auto Dealer License application, Milldam Leasing Co., Inc.
- Materials for Site Plan Special Permit and Special Use Permit 408-04-2021-401,9 School Street
- Presentation on Hayward Road at Main Street Intersection Improvements
- Presentation Waste Water Treatment Plant Rehabilitation Project and Powder Mill Project
- Presentation on Main Street Sewer Main Extension Feasibility study
- Acton Housing Authority Capital Needs Presentation
- Acton Housing Authority Facilities Condition Report-DHCD Capital Planning System
- Acton Housing Authority Capital Projects 2012-2022
- Asa Parlin Phase 18 Design Concepts and Feasibility
- Carroll Spinney Way draft Motion
- Acton Hunting Permission Request Letter
- Meeting Minutes, October 18, 2021
- Amended Meeting Minutes, September 13, 2021
- Request for Extension of Operating Hours
- Request to Accept Gift, Acton Police Department
- Request to Accept Gift, Community Services Coordinator