

Tri Valley Transit Building Exterior Design compatibility with Bradford Zoning Criteria *(reconsideration responses italicized in brown)*

5.2 Lower Plain Design Review Standards

Development in the Lower Plain District can have a significant effect on the visual experience along the US 5 corridor. Accordingly, projects under Site Plan Review in this district, in addition to general standards, must comply with the following standards:

A. Design Compatibility:

1) All buildings on the same parcel shall incorporate a consistent architectural theme. Architectural design, materials, colors, forms, detailing, signs and landscaping shall work together to express a consistent design.

The only other structure currently on the same parcel is the bus stop shelter located within the park-and-ride section. While the shelter is small, and is a standard type state-wide, the proposed TVT Community Transportation Center does use similar colors and materials – dark green metal, and natural wood – as the bus shelter.

The design, materials, colors, forms, detailing, signs, and landscaping of the proposed Community Transportation Center employ a consistent clean functional design approach on all sides, which work together to express a consistent design. Not only are they appropriate to the function of storing and maintaining buses, they also create a positive first impression for the Town for this location beside the Interstate on-ramp.

The dark green building color is consistently applied to all elements of the building in order to simplify the appearance by not drawing attention to individual elements. The dark green color also diminishes the visibility of the building by helping it to blend with the wooded hillside behind and green spaces beside the site. This effect is extremely strong in the spring, summer, and fall seasons, but it is also quite strong in the winter because dark colors recede. The ability of dark colors to recede has a further positive effect in diminishing the scale of the building.

The choice of color, design, and details have already proven their ability to help a larger building recede into a residential neighborhood on TVT's similarly designed building in Middlebury.

2) Building footprints shall be varied within a development to avoid repetitious building outlines or continuous expanses of similar building outlines. 33 Adopted 12/12/19

There is only one building.

B. Orientation: Buildings shall be oriented in a manner that minimizes adverse visual impacts. In addition, the following shall apply:

The front façade and primary building entrances of the proposed Community Transportation Center face south towards Rte. 25. The west façade is partially visible from Plateau Acres, but the steep topography limits its visual impact. The north façade would not be visible from any

street or roadway. The east façade is somewhat visible from route 25 and has the potential to be more visible in the future if the adjacent site is developed.

While the overhead doors are a primary element on the south façade, they express its purpose in a positive affirming way, revealing that Bradford has a robust, vibrant, and healthy public transportation system. At the same time, the building is oriented to balance the number of overhead doors seen from the road or neighboring properties by putting half of them on the north side, completely hidden from all public views.

Based on feedback from the Commission we are proposing adding screening trees to the south and west of the proposed building to substantially reduce its visual impact.

1) Where buildings are grouped on a site, primary building facades and entrances shall maintain a consistent orientation in relation to each other or to a main access road, or a central green or plaza.

As noted above, the primary/entrance façade faces route 25.

2) Any building visible from a public (state or town) road or highway shall be oriented or sufficiently screened so that the “back” of the building, including loading bays and service entrances, is not visible from public rights-of-way.

As noted above, the “back” of the building is oriented to the north and is completely obscured from public view by the towering hill immediately adjacent to the property.

While there are no loading bays in the building, we are proposing additional screening and landscaping in the form of berms to reduce the profile of the bus wash and storage bays that face south.

Additionally, please note that trash and recycling are planned to be kept inside in movable bins.

C. Height: The height of new development shall be at least 20 feet (not including the roof and compatible with, or provide a visual transition from, the height of existing adjacent development. Notwithstanding the maximum height for the zoning district, the Board may allow a building with a maximum height of up to 50 feet if it makes an affirmative finding that the building is sited in a location in which the natural grade and/or distance to US 5 provides partial screening of the building and an angle of sight such that the visual scale of the building as viewed from US 5 and or VT 25 is similar to buildings along that road.

The valley of the main roof of the building is 20’ tall. While the office portion is lower, it is a secondary element in the primary façade. At no point does the building ever rise above 30’ tall.

D. Scale: The design of large buildings shall create visual interest, achieve an architectural scale that is pedestrian-friendly, and reduce the structure’s apparent mass and bulk. This may be accomplished through the use of:

1) Modulation (wall projections, recesses);

The office façade is set back from the main façade, which reduces the visual “bulk” of the building. The integrated wood slat wall with signage at the office comes forward and is angled toward the entrance drive, both for visibility, and to create interest.

Another wood slat panel is now proposed as an option to further break up the large main façade. This would provide a visual connection between the garage entrance and the office entrance. A small porch could also be an option there.

The front façade of the administrative wing to the east sets back from the garage.

2) Articulation (varying building façades, footprints);

See above

The administrative wing to the east sets back from the garage.

3) Variations in roofline (e.g., dormers, gables, cornices, decorative facings);

The office roof has a flat cornice, with a porch given some depth/shadow to the roof.

The main roof of the Community Transportation Center has a “V” or “butterfly” form which provides visual interest and functions to allow rainwater harvesting for the bus wash.

4) Upper story setbacks;

This is a single-story building

5) Fenestration (spacing of windows, entryways);

Fenestration in the overhead doors is continuous aluminum-framed glazing, breaks up the large surface of the doors. One tier of glazing is at pedestrian-level, the other is set high for daylighting the interior. These doors feature horizontal bands of glazing to provide visual interest in a fashion similar to that of a traditional fire station. The glazing also works to increase energy efficiency by providing interior daylighting.

Options are being considered for the overhead doors: they could be accented as a modulating element in the façade, with a contrasting color. Or they could be seen as a large-scale industrial-looking element that we want to minimize, and made to match the building façade in color, minimizing windows in the overhead doors, and focusing attention on other elements.

Windows at the office are spaced punched openings, at a pedestrian scale.

Clerestory windows break up the east façade and are proposed as a new option to do the same on the west façade.

6) Architectural detailing;

The original proposed design had a change in panel direction, accentuated by a bumped-out detail, at the east and west facades. As part of this reconsideration, other detailing options are proposed, including a horizontal band to reduce the building’s scale, wood slats for more interest and appeal of a natural material, and variation in the panel texture over the doors to modulate the façade.

7) Smaller scale additions.

The proposed facility has a lower administrative wing to the east with windows and different siding.

The option of a small porch roof at the garage entrance is being considered, to visually connect to the smaller scale office wing.

E. Facades: All facades visible from a public way shall conform to the following standards:

1) All facades visible shall be treated with compatible architectural detailing and materials as are used in the primary (front) facade.

As indicated above, the south, east, and west facades are visible from the public way. As part of the reconsideration, additional fenestration (clerestory windows) are being proposed on the west façade to make it more compatible in detail and scale with the other facades.

All four facades use the same material and colors. Since the Community Transportation Center is a drive through facility the north and south facades are almost identical.

2) Long or large blank walls shall be avoided. Methods to avoid this include window and entry placement, changes in color and/or texture, and the use of architectural details such as offsets or projections.

The long facades, north and south, have the garage doors for visual interest. At the zoning hearing on 8/18/20 there was concern that the west façade of the garage was too plain and lacked visual interest. As part of the reconsideration, we propose multiple options to change the west façade that could include clerestory windows, siding color, and/or trim to modulate the façade.

3) The size and placement of windows and doors shall relate to the overall form of the building.

Windows are sized and placed to respond to the scale of the building. The high clerestories at the facility create a visual line breaking up that façade, and are at an appropriate size for their height on the wall. Additional clerestories proposed for the west façade further respond to the scale of the building.

Office windows are scaled for the single-story pedestrian-scaled space and function. Glazing on overhead doors breaks down the size of those large openings. All windows are functionally designed to maximize daylighting. The primary entrance is located under a porch.

4) Windows other architectural features shall break up flat surfaces that would otherwise appear massive and bulky.

See above. The additional clerestories proposed for the west façade further respond to substantively break up the original flat surface.

5) Principal entryways shall be pedestrian-scaled and oriented, and prominently identified through the use of architectural elements (e.g., porticos, recesses) and landscaping.

The main entrance is under a porch, with a pedestrian-scaled sign on a wood-slat wall to draw visitors to the entry point. There will be green space (grass and shrubs) adjacent to the entry.

6) Building elements shall not function as advertising. The use of franchise architecture, where a building reflects a standardized design template to serve as franchise advertisement, is prohibited. Incorporation of franchise or design elements unique or symbolic of a particular business shall be unobtrusive and secondary to the overall architectural design. 34 Adopted 12/12/19

The TVT Community Transportation Center is not a franchise and does not use standardizes design templates as advertising.

F. Rooflines:

1) Main rooflines may be flat or pitched at no less than a 1:2 ratio, and shall add interest to the overall design of the building as seen from public highways through the use of architectural details such as cornices and decorative facings, dormers, stepped roofs, gables or other roof elements to provide visual interest.

While the main roofline is designed at a 1:12 inverse pitch, this attribute has multiple positive impacts on the visual and operational impact of the Community Transportation Center. The butterfly design immediately makes the building feel smaller and less bulky than one with a flat or 1:2 roof. It also optimizes the collection of rainwater, which is critical to minimizing the building's environmental impact and saving enormous operational cost. It also gives interest to the shape of the building, taking it away from the "box store" aesthetic, while keeping the mass of the Center as small as it can be.

2) Main roofs having eave heights of 20 feet or less above ground level and visible from public highways, as well as roofs on buildings that are less than 4,000 SF, shall be pitched at no less than a 1:2 ration.

The main roof is 20' tall at the valley.

3) Rooftop mechanical and electrical equipment shall, to the extent feasible, be screened from public view and incorporated in building design as an integral architectural element.

Rooftop mechanical equipment is located near the valley of the roof, and set back to minimize any possible visibility from the ground. While rooftop solar panels will be installed, they will be at a low enough pitch so as to not be visible from the roadway below.

G. Materials: Building materials shall provide architectural aesthetic quality, durability, and shall be compatible with the architectural style of the building and vernacular architecture typical of rural New England.

Metal panel siding was selected for its high durability. Clear-finished wood is used as an accent where it is protected and can be maintained. Both metal and wood are commonly used in New England vernacular architecture. Overall, the Community Transportation Center is designed in a

similar spirit to traditional buildings whose beauty comes from their economy of means and simplicity.

H. Business Parks: Business parks shall be designed, planned, constructed and managed on an integrated and coordinated basis to provide for mixed uses including, but not limited to, industrial or manufacturing activities, warehouses, professional office buildings, business services, public administration buildings, educational or communications centers, or other supporting uses and open spaces.

This is not a business park.