



September 11, 2020

Bradford Planning Commission
P.O. Box 339
Bradford, Vermont, 05033
Re: Tri-Valley Transit Bus Depot

Dear Marcey and Members of the Commission,

Thank you for accommodating us so quickly for a reconsideration.

In response to the Commission's decision on September 9, we would like to put forth some options for the consideration of the commission to address the issues identified with the proposed building. Rotating the building is not a viable option for this project. Orientation was considered early in design, but presentation of the taller part of the building to the park & ride seemed to more closely meet the guideline of having the building at least 20' tall. In addition, the orientation as presented provided more options to meet future service growth and expansion whereas a rotated building does not.

In response to Item 7 noted in the Findings of Facts, additional screening is proposed to limit the visibility of the building from Route 25 and/or Plateau Acres. Suggested plantings are 6 ft high cedar trees supplemented with black gum tupelo. We welcome the Commission's input on the specifics of plantings and how they are incorporated to best comply with the zoning intent. This is shown in the attached site plans. Alternatively, if appropriate, adding berms (also shown on site plans), which could help in screening headlights and buffering sound can be considered.

The building design was categorized as being "a rather industrial looking structure." The zoning bylaws state that "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." To address this, we are proposing to soften the scale and interrupt the larger expanses of the building using landscaping, color, natural materials, and more human-scaled elements. We are showing some options (attached) which include:

1. Adding a porch roof (person-height, not bus height) at the pedestrian entrance to the garage part of the building. (option 1)
2. Adding a clear-finish wood-slat panel at or above the pedestrian entrance to the garage. This will visually tie to the wood slat panel at the office entrance, and create a visually interesting, human scale element at that entrance. (options 1, 2, 3 and 3A)
3. Add clerestory windows at the west façade. (options 2, 3 and 3A)
4. Vary the texture and/or color of the siding on the south façade (option 3 and 3A)
5. Add a horizontal band on all tall facades to break up the large scale and organize the façade (option 3, 3A)
6. Add a mural on the west façade (Option 1)

We look forward to meeting with the Commission on Tuesday to discuss these options, and hope to address and resolve the Commission's concerns which will allow this project to move forward.

Sincerely,

Jim Moulton, on behalf of TVT and Tom Appel,
Polly Wheeler, and Brent Rakowski

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