LEESBURG BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT

PUBLIC HEARING AND REGULAR MEETING: 17 DECEMBER 2012
AGENDA ITEM 6a

BAR Case No. TLHP-2012-0098: Bus Shelter for VA Regional Transit at 448 S. King Street (Rite Aid)
BAR Case No. TLHP-2012-0099: Bus Shelter for VA Regional Transit at 720 S. King Street (Food Lion)

Reviewer:	Kim K. Del Rance, LEED AP
Address:	**448 S. King St and 720 S. King Street**
Zoning:	B-2, H-2 Overlay District
Applicant/Owner:	Gary Finiff, Virginia Regional Transit

Description of Proposal: Applicant proposes a generic bus shelter design for these two locations that may or may not also be used in other locations outside of any overlay district.

Site Development/Zoning Issues: None.

APPLICABLE GUIDELINES
Bus shelters are structures, but can also be considered a site feature; therefore the general requirements of the guidelines will have the most effective application to this request.

H-2 Overlay District Design Guidelines:
CH. 1 - INTRODUCTION
The Intent of the H-2 District is … to promote design principles which create a better sense of transition from and balance with the intrinsic characteristics of the Old and Historic District.
CH. 2 - BUILDINGS

Compatibility between buildings is fostered by similarities among the basic characteristics that make up a building: its siting, size, scale, massing, roof + form, construction materials and use of color.

Using the H-1 shelter as the "high style" architectural shelter, the entry corridor approaching the H-1 District would be appropriate to use similar forms and colors, but not necessarily materials.

The shelter to the right is a rendering by staff of a submitted option by the applicant (see next page) which shows the structure painted white and the hip roof painted to match the H-1 shelter.

Staff also encourages the applicant to consider adding the request of solar panels to this application, whether used on these shelters or not, to have that preapproval from the Board of Architectural Review. In light of the recent hurricane and weather events leading to the loss of power in town, having a lighted public transportation shelter would be valuable.

Solid metal roof

slightly shaded plastic roof

Above are two examples submitted by the applicant on November 27, 2012 of cost effective bus shelters made by the same manufacturer as the original submission that the manufacturer says can easily be painted. The hipped roof may also be retrofitted to shelters already in place throughout the town.

Hampton Roads Transit shelters, as shown below, may be appropriate as well with the paneled glass being replaced with clear view panels like those shown above. At the Board's request, staff contacted HRT who replied the cost was $8000 each and they ordered in groups of twenty. They suggested Duo Gard may be able to give the same price since they are in production even though they are custom. The simple glass instead of paneled windows is likely less expensive and would be more appropriate for Leesburg.

STAFF RECOMMENDATION/DRAFT MOTION

(Based on the BAR's discussion at the meeting, any changes to the language of either part of the motion should be incorporated as necessary.)

Based on the findings that:

- The originally proposed shelter is not compatible with existing buildings along the H-2 District street frontage and does not create a transition from and balance with the intrinsic characteristics of the Old and Historic District
- An alternate shelter from the same manufacturer with white painted structure and grey metal hipped roof designed to coordinate with the approved H-1 shelter is appropriate

Staff recommends approval of TLHP-2012-0098 and TLHP-2012-0099 subject to the plans, photographs and materials submitted as part of this application dated September 26, 2012 and November 27, 2012

DRAFT MOTION

I move that TLHP-2012-0098 and TLHP-2012-0099 be approved subject to the application submitted by Gary Finiff on September 26, 2012 and November 27, 2012 and subject to the findings and conditions of approval as stated in the December 17, 2012 Staff Report (or as amended by the BAR on December 17, 2012).