



The Town of Leesburg
Department of Planning and Zoning
25 West Market Street
Leesburg, Virginia • 20176
703-771-2765 • fax 703-771-2724
www.leesburgva.gov



CERTIFICATE OF APPROPRIATENESS APPLICATION FORM

For Board of Architectural Review and Administrative Approval of projects in the H-1 and H-2 Overlays pursuant to Code of Virginia §15.2-2306 and Leesburg Zoning Ordinance §7.5.5 and §7.6.4

For staff use only

TLHP 2014-0118 H-1 or H-2 Overlay BAR approved
 Not an Overlay District Admin. Approved by _____

Fee \$ _____ Receipt No. _____ Issued by _____

APPLICANT NAME Marlene Walli Shade AIA

(the PERSON to whom written communication should be addressed; NOT the name of a business or organization)

BUSINESS/ORGANIZATION Dewberry Architects Inc.

ADDRESS 8401 Arlington Blvd.

CITY Fairfax STATE VA ZIP 22031

PHONE 703-698-9064 work (cell / home / work) eMAIL mshade@dewberry.com
circle one

As the above-named applicant, I do hereby make an application for a Certificate of Appropriateness as required by the Leesburg Zoning Ordinance for the property located at 106 Edwards Ferry Road, MCPI/PIN (parcel identification no.) 231-38-8886 to permit the following, checking all that apply:

Application Fee (Highest fee will apply if more than one fee applies):

- Alterations to an existing (primary / accessory) structure — \$25
- Addition to an existing (primary / accessory) structure — \$100 / \$25
- New construction of a (primary / accessory) structure — \$500 / \$50
- Demolition or relocation of an existing (primary / accessory) structure — \$50
- Installation of a sign + \$10 (sign permit fees are additional-see zoning dept.)
- Comprehensive Sign Plan — \$25 (sign permit fees are additional-see zoning dept.)
- Other (fencing, paving, color, etc.)

Please mark accompanying checklist with relevant and required items, noting there is a 3-day acceptance period upon receipt of application and materials.

Briefly describe the project overall in the lines below with supplemental information required from the checklist as attachments:

Demolition of 106 Edwards Ferry Road in order to build a new 92,000 gross square feet General District Courthouse for Loudoun County and its accompanying infrastructure.

Please check one of the following:

- Written permission from the owner of the property is attached hereto (application WILL NOT be accepted without documentation of property owner approval); or
- I hereby certify that I am the owner of the property involved.

Applicant's Signature Marlene Walli Shade Date 11.17.14

BOARD OF ARCHITECTURAL REVIEW SUBMITTAL
106 EDWARDS FERRY ROAD
FOR DEMOLITION APPROVAL

November 11, 2017

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Mr. Tom Scofield, AICP
Planning & Zoning Department
Town of Leesburg
Board of Architectural Review
25 West Market Street
Leesburg, VA 20176

Dewberry Architects Inc.
8401 Arlington Boulevard
Fairfax, VA 22031-4666
703.698.9050
703.698.9049 fax
www.dewberry.com

Re: BAR submittal of 106, 108, 110, 112 Edwards Ferry Road for Demolition Approval

Dear Mr. Scofield:

Dewberry respectfully submits the four existing houses noted above for Board of Architectural Review and permission for demolition. We have conducted the applicable investigations, review of properties and present this information for your review. All of these are currently designated contributing structures, are structurally sound and are within the footprint of the proposed New District Courthouse and its supporting infrastructure.

Over many years, the community has discussed the location of this new courthouse and its impact on the preservation of the downtown core of the Town of Leesburg and its economic success. Although a far simpler solution would have been to move the courthouse campus to a suburban location we have chosen to remain in our historic civic location and to expand in place. This expansion is occurring on a small and irregular site. Through careful planning and programming we have reached a required program space of 92,000 gross square feet. After exploring 13 possible layouts of this square footage in a three story structure three possible solutions, all impacting the four houses, were chosen as the most functional. These were developed to include site infrastructure, utilizes and compliance with the very new and stringent storm water management requirements implemented by the State of Virginia this year.

We are currently only submitting the four houses for review. While contributing structures, these four houses have been significantly altered with very little original or historic materials remaining. We have documented this in attached materials. Much of this work was done prior to the County's purchase of these properties. Their value lies in the context they create along the street. We explored relocation but their value in another location due to their condition makes that a poor solution and could never replicate the context in which they currently exist. All buildings will be fully documented prior to demolition.

Preliminary design for the new courthouse is included but this building is not developed far enough to include a final package. We expect to submit a full package for the New District Courthouse early in 2015. It is our intent to submit the 1980's addition to the Valley Bank for demolition at that time as well. This project will represent the natural growth and evolution of the Courts Campus. Our new structure will act to frame and highlight the more historic structures on the campus; the second oldest bank in the Country-the 1820 Valley Bank, the 1895 Historic Courthouse and the 1844/1873 Academy Building along with the 1955 "clone."

We are currently exploring the landscape design of the public space which will be created along Edwards Ferry Road by the placement of the New District Courthouse to align with the existing courts campus. It is our intent to acknowledge the former location of these houses with icons in the landscape and historical markers. We will also have on display in the completed courthouse appropriate artifacts that were found during the archeological investigation.

The new building, being designed with input from all sectors of the community, will represent the future of Justice in Loudoun County and will take the Courts into 2025.

Sincerely,
Marlene Walli Shade AIA
Associate Principal

Attachments; Permission letter from Loudoun County to apply, Applications for each property, Narratives for each property, photographs of each elevation of each property, Site diagram showing overlap of required new construction over existing houses, photographs of houses with non-historic elements hatched, diagram of site context, perspectives and views of New District Courthouse, current floor plans of New District Courthouse, Archeological and Historic Survey, Intensive Survey of Previous Jail prior to Demolition, response to June 5th memo from Tom Scofield.



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure
801 Sycolin Road, Suite 310, Leesburg, VA 20175
Telephone (703) 737-8624 • Fax (703) 771-5553

Marlene Shade

Project Manager

Dewberry Architects Inc.

8401 Arlington Boulevard

Fairfax, VA 22031

**Re: Loudoun County Courts Phase III Expansion Project
Board of Architectural Review Applications for
106, 108, 110 and 112 Edwards Ferry Road**

October 20, 2014

Ms. Shade:

As an authorized agent of the Loudoun County Board of Supervisors, owner of the above properties located on parcel 231-38-8886, I authorize Dewberry Architects, Inc. to submit applications associated with the Courts Phase III Expansion project. Dewberry Architects Inc. will serve as the "Applicant" on these related applications on behalf of the County.

Please contact Melissa Tello at Melissa.Tello@loudoun.gov or (703) 737-8054 with any questions.

Sincerely,

Joe Kroboth, III
Director

Loudoun County Courts Expansion

11.17.2014

Application for the removal of 106 Edwards Ferry Road.
DHR ID 253-0035-0491

Background

Loudoun County is requesting the demolition of the structure located at 106 Edwards Ferry Road to accommodate the expansion of the County Courthouse onto the Church Street lot. Over many years, the County and the Town have discussed the expansion of the current Courthouse complex to include the property bounded by Church Street, Edwards Ferry Road and the historic cemetery. Four historic structures currently exist on this property. The Town has stressed that maintaining the presence of the County Courthouse in its current location is vital to the growth and enhancement of a healthy, historic downtown. The County concurs that the larger preservation issue at hand, is the continued relevance of the historic downtown as a hub for civic, commercial, and residential activity. The expansion of the Courts complex is integral to this overarching preservation goal.

The expansion of the Courthouse complex necessitates the use of the property addressed in this application, raising the issue of the maintenance or removal of the structure located at 106 Edwards Ferry Road. The County understands that the property, and the historic structures on the property, are contributing elements to the Leesburg Old and Historic District and are thus part of the historic fabric of downtown Leesburg. The County has evaluated alternatives to demolition as part of the design of the expanded Courthouse complex. However the preservation of this structure is not possible given the requirements for the new construction associated with the expansion.

After careful analysis of possible layouts for the new courthouse the architects developed thirteen possible layouts for this courthouse. Each was driven by the minimum size of a District Courtroom in the Commonwealth of Virginia. That is 1800 square feet clear inside the Courtroom. Functional requirements drive the width and length of the courtroom. This and the adjacent requirement for in-custody defendants and both secure and public circulation paths determine the width and length of the courtroom block. Design options are greatly hampered by the overall size of this lot and the "L" shape configuration of the lot itself. Of these thirteen concepts, all of which required an overlap of the houses in question, seven were presented to the County and vetted through a consensus process with the County and Users. Five concepts were deemed acceptable for further development and were. These five were studied for appropriate building form, setback, orientation, massing and complexity of form, spacing as well as height, width, scale and directional expression, all considerations of the



Leesburg Old and Historic Design Guidelines. Through public meetings, meetings with the Town of Leesburg and further user input the five concepts were reduced to two. These are presented in this application along with materials related to the four houses themselves.

Consideration of the elements noted above all led to the two preferred final designs. This includes a footprint that provides the required 92,000 gross square feet on three floors which overlaps the four Edwards Ferry Road houses, in particular 106 Edwards Ferry Road. Due to the confines of the site, construction could not occur without some disruption beyond the footing shown-ten to fifteen feet to a minimum, which further encroaches on the structure. A cemetery to the north and existing storm water management structure to the east will direct the cranes required for this construction to Church Street or Edwards Ferry Road. The general topography of the site (which slopes approximately 18 feet from the southwest corner to the northeast corner) will require two separate storm water management solution areas (one to the north and one to the south) to meet the new Commonwealth of Virginia requirements. One SWM structure will be located to the north of the new building and two to the south. The southern solution, due to limited site area will be concrete underground sand filter structures, one of which by necessity is located directly below the structure in question. In addition to their size, these require access for yearly maintenance. Existing utility connections are shown on accompanying exhibits and will disrupt the site to the south of the new building and further impact these four houses.

106 Edwards Ferry Road

The subject structure is contributing to the historic district. However, the structure has been significantly altered, with very little original or historic materials remaining and, based on current documentation it is unlikely that this structure would be eligible for individual listing in the National Register of Historic Places. Included at the conclusion of this narrative is a synopsis of the structure inclusive of remaining historic features, alterations and replacement materials.

The viability of this structure to support continued County functions is extremely limited to non-existent due to the security issues associated with contemporary court facilities. Given the importance of retaining the courts complex in downtown, historic Leesburg, relative to the historic significance of the subject structure, the County proposes to demolish the structure at 106 Edwards Ferry Road to allow for the construction of the new courthouse, retaining the important civic presence of the courts in their current setting which is foundational to the vitality of the historic district. The increased activity in and around the proposed courthouse will support the continued vibrancy of the downtown and potentially support reinvestment in the surrounding historic properties. The expansion of the civic presence of the courts to the east will transform what is currently an underutilized property into a civic center that will support the civic core of downtown Leesburg, thereby preserving over 230 years of the presence of the Courts in the center of the town of Leesburg.

Preservation and Mitigation Strategies

Historic preservation can take many forms and there are various strategies that can be used to mitigate the loss of a historic structure. Relocation is often suggested as a means of preserving a historic structure. Relocation may be appropriate in limited cases, particularly when a structure historically significant enough to be individually eligible for the National Register. Relocation of the subject structures which are only significant in the context of the larger historic district is not a viable preservation strategy. The County is committed to preserving archivally the structures on the subject property through the completion of an intensive level architectural survey meeting Virginia Department of Historic Resources' standards and archaeological investigation of the property. The County is further committed to working with the Town to creatively incorporate and interpret the history of the subject structures as part of the development of the new courthouse in a way that is dynamic and relevant to the public at large. The courts complex is an ideal venue for public interpretation, appreciation and engagement in our shared history. Such efforts could include outline tracings of the footprints of the subject structures on the property, or selective demolition to salvage specific architectural elements that can be repurposed to create hardscape features, public sculpture, etc.

New Courthouse Construction

Preliminary, conceptual design for the new courthouse is included with this application for the BAR's reference. However, the new construction is not a part of the current application. The County expects to submit a full package for the New District Courthouse early in 2015.

The courthouse expansion and associated site improvements will represent the natural growth and evolution of the Courts Campus within the Town of Leesburg. Our new structure will act to frame and highlight the highly historic structures on the campus; the second oldest bank in the Country-the 1820 Valley Bank, the 1895 Historic Courthouse and the 1844/1873 Academy Building along with the 1955 "clone."

We are currently exploring the landscape design of the public space which will be created along Edwards Ferry Road by the placement of the New District Courthouse. It is proposed that this new green space will align with the existing open space on the current courts campus which fronts on Market Street. Again, it is our intent to acknowledge the former location of the structure at 106 Edwards Ferry Road in some manner. We will also have on display in the completed courthouse appropriate artifacts that were found during the archeological investigation. The new building, being designed with input from all sectors of the community, will represent the future of justice in Loudoun County and will take the Courts into 2025, while supporting the continued vibrancy of historic Leesburg, VA.

Structure at 106 Edwards Ferry Road

DHR ID 253-0035-0491

The original footprint was el shaped with leg of ell to west. Later addition filled in ell to create a rectangle. A one-story porch was within the ell from ca. 1894 and enclosed after 1937. The building was built between 1878 and 1894.

Non-Historic	Doors, aluminum windows, roof, exterior lights, porch stoop, gable Vent on north elevation, concrete foundation on addition, siding on Addition.
Historic-	Front door frame, window frames, gable vent on south elevation, siding on original portion of house, stone foundation.

Site: This building stands along the northern side of Edwards Ferry Road in the Town of Leesburg. It abuts the concrete sidewalk along the street, which slopes gently down to the east, in front of the house. To the east is another building. An asphalt-paved parking lot is west and north of the house, with the western edge denoted by a brick retaining wall, and the ground steeply sloping up to the parking lot on the north side of the building. A wooden picket fence extends along the sidewalk on either side of the house.

Exterior: This two-story, frame former dwelling stands on a rubble stone foundation. The building measures three bays wide and one bay deep, with a three-bay deep, two-story gabled rear ell. A one-story, shed-roof addition is located along the west wall of this ell. The side-gabled roof is covered with standing seam metal and features partial cornice returns. The exterior is clad with German siding. A wooden stoop with modern, wooden railing provides access to the front door. The main entry is through a six-panel wooden door, flanked by side lights and topped with a transom. The trim around the door and windows is very narrow. The windows are wooden, two-over-two, double-hung sash, except for two awning windows on the west elevation of the one-story addition. A row of three skylights is also found on the roof of this addition. There are two brick, corbelled cap interior chimneys found on the rear ell, one near the roof junction with the core of the house, the other at the northern gable end of the ell.



106 EDWARDS FERRY ROAD



Dewberry



106 EDWARDS FERRY ROAD



Dewberry



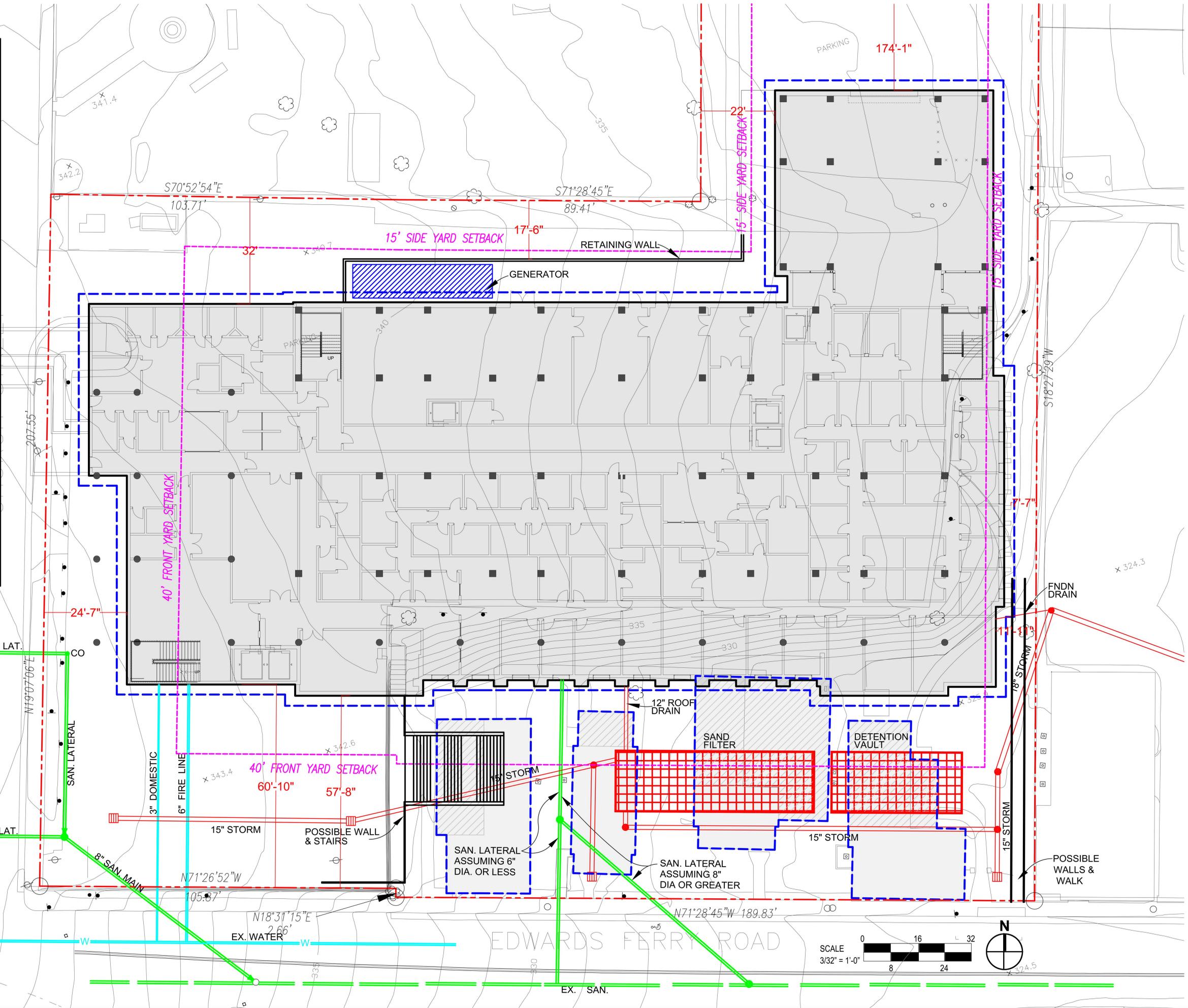
106 EDWARDS FERRY ROAD

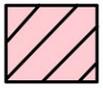


Dewberry

KEY

-  Building Foundation
-  House Original
-  House Addition
-  Underground Stormwater Management Facilities
-  Storm Sewer Line
-  Sanitary Sewer Line
-  Water Line
-  Property Setback
-  Generator Location
-  Property Line

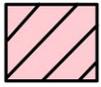




Components of the house that are not original



106 EDWARDS FERRY - FRONT VIEW



Components of the house that are not original



106 EDWARDS FERRY - BACK VIEW

**INTENSIVE ARCHITECTURAL SURVEY OF
106, 108, 110, AND 112 EDWARDS FERRY ROAD
TOWN OF LEESBURG
LOUDOUN COUNTY, VIRGINIA**

**MANAGEMENT SUMMARY – FINAL
NOVEMBER 5, 2014**

At the behest of Loudoun County, JMA (John Milner Associates, Inc.) conducted an Intensive Architectural Survey of four buildings in the Town of Leesburg: 106, 108, 110, and 112 Edwards Ferry Road (Figures 1 and 2). The purpose of the investigation was to document the interior and exterior of these historic architectural resources. The survey was designed to comply with the Virginia Department of Historic Resources (VDHR) *Guidelines for Conducting Cultural Resource Survey in Virginia* (VDHR 2011) and the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. The study included limited historic background research on the history of the project area and its vicinity as well as detailed map and deed research for each contributing resource. The field investigation was conducted on 4 March and 3 April 2014.

Field methods included field survey and investigation with digital photography of the four resources. Site plans, floor plans, photographic prints, and an intensive DSS form were prepared for each resource.

The four buildings documented are all contributing resources to the Leesburg Historic District (DHR ID 253-0035). They have the following DHR IDs: 106 Edwards Ferry Road (253-0035-0491), 108 Edwards Ferry Road (253-0035-0492), 110 Edwards Ferry Road (253-0035-0493), and 112 Edwards Ferry Road (253-0035-0494). There is no recorded individual determination of eligibility for any of these buildings. The Leesburg Historic District is significant for its architecture and community planning/development for the period 1757 – 1950 (Weidlich, McDonald, and Trieschmann 2001 8:81). These four buildings are close to the center of town where the historic district is comprised of tightly packed governmental, commercial, and residential buildings. They were all built as dwellings and converted to county offices in 1980 when purchased by Loudoun County from the Slack family.

Table of Resources

VDHR ID	Address	Property description	VLR / NRHP status
253-0035-0491	House 106 Edwards Ferry Road	This is a two-story tall, frame vernacular building, that was built as a dwelling, later served as offices, and is now vacant. The interior, especially the first floor, has been altered from its original plan to accommodate office uses. It has a side-gable roof with gabled rear ell. The exterior is German siding, likely replaced in kind since the building was built around 1880. There are changes to the fenestration pattern on the west elevation, modern replacement windows, and modern railing on the front stoop.	Contributing resource to Leesburg Historic District (253-0035)
253-0035-0492	House 108 Edwards Ferry Road	This is a two-story tall, frame vernacular building that was built as a dwelling, and is used for storage. The first floor plan of the first floor has been slightly modified to accommodate its current use. The gable-front building has a full-width, hipped roof porch with turned posts, and a one-story, shed-roof, kitchen ell. The windows are modern replacements. The exterior is covered with weatherboard, likely replaced in kind after the building's construction ca. 1873.	Contributing resource to Leesburg Historic District (253-0035)
253-0035-0493	Slack House 110 Edwards Ferry Road	This is a mid-nineteenth century, two-story tall, frame vernacular building that was built as a dwelling and now houses county offices. It has two portions: a 2-story tall, 2-bay wide side-gable section built ca. 1860, and a 2-story tall, center-gable section expanded from 1 story tall ca. 1910 that has a full-width porch with turned posts and scroll-sawn brackets. The shed roof extension from the side-gabled wing was added between 1986 and 1988. The exterior is covered with German siding and weatherboard, likely replaced in kind since the building was built around 1860. The windows and doors are modern replacements but the fenestration pattern is unchanged.	Contributing resource to Leesburg Historic District (253-0035)
253-0035-0494	House 112 Edwards Ferry Road	The brick first floor of this building dates from the early nineteenth century with the frame second story and two-story tall, gabled rear ell added in the late nineteenth century. It was built as a residence and currently serves as county offices. It has a side-gable roof with a frame, gabled rear ell. A two-story shed roof porch, built ca. 1982-1988, is found along the rear ell. The brick is common bond with flat arches over the windows and doors. The frame portion is clad with German siding, likely replaced in kind since originally built.	Contributing resource to Leesburg Historic District (253-0035)

REFERENCES CITED

ESRI

2014 ArcGIS-derived Imagery and Transportation basemap, accessed 19 June 2014.

Laird, Matthew R.

2010 "Phase I Archaeological Survey of the Church Street Parking Lot Property, Leesburg, Virginia." Prepared by James River Institute for Archaeology for Triad Engineering.

Loudoun County Government

2014 Loudoun County, Virginia. WebLogis – Online Mapping System. <http://logis.loudoun.gov/weblogis/>. Accessed 17 February 2014.

United States Geological Survey (USGS)

2013 *Leesburg, VA-MD*. 7.5 Minute Quadrangle. USGS, Reston, VA.

Virginia Department of Historic Resources (VDHR)

2011 Guidelines for Conducting Cultural Resource Survey in Virginia. Richmond, VA.

Weidlich, Robin J., Annie L. McDonald, and Laura V. Trieschmann

2001 "National Register of Historic Places Registration Form: Leesburg Historic District." National Park Service, Washington, D.C.

106 Edwards Ferry Road
DHR ID: 253-0035-0491
Parcel: 231-38-8886

ARCHITECTURAL DESCRIPTION

Site

This building stands along the northern side of Edwards Ferry Road in the Town of Leesburg. It abuts the concrete sidewalk along the street, which slopes gently down to the east in front of the house. To the east is another building. An asphalt-paved parking lot is west and north of the house, with the western edge denoted by a brick retaining wall, and the ground steeply sloping up to the parking lot on the north side of the building. A wooden picket fence extends along the sidewalk on either side of the house.

Exterior

This late-nineteenth century, two-story, frame former dwelling stands on a rubble stone foundation. The building measures three bays wide and one bay deep, with a three-bay deep, two-story gabled rear ell. A one-story, shed-roof addition is located along the west wall of this ell and stands on a concrete foundation. The side-gabled roof is covered with standing seam metal and features partial cornice returns. The exterior is clad with German siding. A wooden stoop with modern, wooden railing provides access to the front door. The main entry is through a six-panel wooden door, flanked by side lights and topped with a transom. The trim around the door and windows is very narrow. The windows are aluminum, two-over-two, double-hung sash, except for two awning windows on the west elevation of the one-story addition. The windows and doors are all non-historic. A row of three skylights is also found on the roof of the western addition. There are two brick, corbelled-cap interior chimneys found on the rear ell, one near the roof junction with the core of the house, the other at the northern gable end of the ell.

Interior

First floor

This building was originally built as a side-hall plan dwelling. The floor plan has been modified to accommodate its later use as a county office building. The interior finishes for most of the building, except for the bathrooms, are carpeted floors and painted walls.

The front door leads into a reception area extending the full width of the core of the building. On the west is an enclosed, S-plan stair to the second floor. A service counter extends from the front wall, dividing the space. From the western part of the reception area, a hallway leads to the rear of the building. Along the east wall of this hall are a single bathroom and a closet. Along the west wall is a service window with floating counter. After ending at the door to office 3, the hallway turns to the west, and the side entrance to the building. Accessed by this side hall are office 1, which includes the service window to the western hallway, and office 2.

Second floor

The stair from the first floor ends at the junction of the core of the house and the rear ell. Along the western wall of the rear wing is a hallway, leading to office 7, which spans the

width of the ell. On the east side of this hallway is office 6. In the core of the building are two offices, office five in the southeast corner, and office 4 in the southwest corner. Office 4 is accessed from office 5. Storage closets are found off of office 6, the hallway, and above the stair headspace in office 4.

OWNERSHIP/USE HISTORY

The earliest deed found referencing this property is from February 1818, with the heirs of John McCabe selling a one-half acre lot to Catherine Dowling for \$100 (Loudoun County Deed Book [LCDB] 2W:138). This lot included the two parcels today known as 106 and 108 Edwards Ferry Road. Catherine Dowling's son Henry sold the parcel to James Garrison for \$150 in August 1829, the price increase indicating minor improvements to the property (LCDB 3V:73). Five years later, Garrison sold the property to Charles A. Johnston for \$530, indicating additional improvements had been constructed (LCDB 4C:16).

Charles Johnston owned the property for four years, conveying it in September 1839 to Mary and Sally Johnston for \$530 (LCDB 4L:70). It is unclear what the relationship, if any, was between Charles Johnston and Mary and Sally Johnston. The Johnstons sold the property to John Isett for \$250 in August 1843 (LCDB 4S:358).

The earliest map evidence of a building on this parcel is the 1854 Yardley Taylor map of Loudoun County (Taylor 1854). The map does not provide enough detail to ascertain the plan, or details of the building to determine if it represents the current building at 106 Edwards Ferry Road.

In November 1856, John Isett sold the lot with a "frame house" to John Harris for \$700 (LCDB 5N:424). Mr. Harris in turn conveyed the property, and all his household and kitchen furniture, except beds and bedding, to Matthew Harrison in trust to secure Harris' payment of certain debts in April 1861 (LCDB 5T:413). Harris evidently defaulted on these debts as Matthew Harrison sold the property to Emily Lloyd and the heirs of Charles E. Lloyd for \$600 in January 1869 (LCDB 5Y:318). A Chancery Case was brought by the administrators of the estate of Charles E. Lloyd against the heirs of Charles E. Lloyd, including his widow Emily (Chancery Case Lloyd vs. Lloyd index 1873-066). Charles Lloyd had died in 1868. One result of this chancery case was that the parcel was sold at public auction to Thomas Edwards for \$644 in April 1871. At the time, the property was described as including "a comfortable dwelling, a stable, and other buildings on the lot" which could "be readily divided into two good building lots." (Chancery Case Lloyd vs. Lloyd index 1873-066). Thomas Edwards sold the property to James Snyder in July 1873 for \$400 (LCDB 6E:368). A little over a year later, in November 1874, Lloyd Slack bought it from James Snyder for \$300. Lloyd Slack purchased the property for the use of his mother, Catherine Slack, the wife of Fenelon Slack (LCDB 6G:75).

Gray's map of Leesburg from 1878 provides more detail on the buildings located on this property. This map shows an L-plan building footprint with a deep setback from the street (then East Market Street, now Edwards Ferry Road) (Gray 1878). This building is

presumed not to be the present building at 106 Edwards Ferry Road, as the present building stands much closer to the road. This map also denotes “F. Slack” as the property owner. This is presumed to be Fenelon Slack, a carpenter and wheelwright in Leesburg.

Late nineteenth and early twentieth century Sanborn maps show still more detail about the buildings on this property. The 1894 Sanborn map shows the western part of a house at this location that appears to be the present building. It has a two-story rectangular core, with a two-story tall rear wing, and a one-story section within the ell. Also shown on the property is a one-story tall frame, rectangular-plan outbuilding. The 1899 Sanborn map shows the entirety of the house, which follows the same plan as the present building. It also shows two outbuildings behind the house: one frame, square outbuilding, and the other one-story tall frame with a rectangular plan. All three buildings shown on the 1899 Sanborn are also drawn on the 1903 Sanborn map, with the addition of a third one-story tall outbuilding, with a square plan, along the western property boundary. The 1907 Sanborn shows the same buildings in the same configuration as the 1903 map. In 1912, the Sanborn map no longer shows the rectangular outbuilding, and shows a frame addition connecting one of the outbuildings to the rear ell. On the 1930 Sanborn map there is only one outbuilding, the one along the western property boundary, and a two-story tall addition has been made to the rear of the rear ell.

Fenelon Slack died between 1870 and 1880, and his wife between 1880 and 1900. After their deaths, the property went to their son, Lloyd Slack was an undertaker and cabinet maker in Leesburg with a store on King Street near Loudoun Street. After Lloyd Slack’s death in February 1926, the property passed to his son, Lloyd Fowler Slack, and his daughter Mary Louise Hutchinson. Lloyd F. Slack had no heirs, so the property passed to his nephew and niece, Richard Hutchinson Jr. and Betty Lloyd Boland, after his death, and the death of his sister. Loudoun County purchased the property, along with other adjacent parcels owned by these Slack heirs, in 1980 (LCDB 762:734 and 773:100).

REFERENCES CITED

Loudoun County Deed Books

1818-1980 On file at the Clerk of Courts, Loudoun County Courthouse, Leesburg, VA.

Gray, Orlando Willis

1878 *Gray’s New Map of Leesburg*. O.W. Gray & Son, Philadelphia, PA.

Sanborn Map Company

1894 *Leesburg, Virginia*. Sanborn Map Company, New York.

1899 *Leesburg, Virginia*. Sanborn Map Company, New York.

1903 *Leesburg, Virginia*. Sanborn Map Company, New York.

1907 *Leesburg, Virginia*. Sanborn Map Company, New York.

1912 *Leesburg, Virginia*. Sanborn Map Company, New York.

1930 *Leesburg, Virginia.* Sanborn Map Company, New York.

Taylor, Yardley

1853 *Map of Loudoun County, Virginia from Actual Surveys.* Thomas Reynolds & Thomas Pearsall Smith, Philadelphia. Digital Collections, Library of Congress, Washington, D.C.



106 Edwards Ferry Road (253-0035-0491), setting along north side of Market Street, view to northeast. (1407)



06 Edwards Ferry Road (253-0035-0491), façade, view to northeast. (0179)



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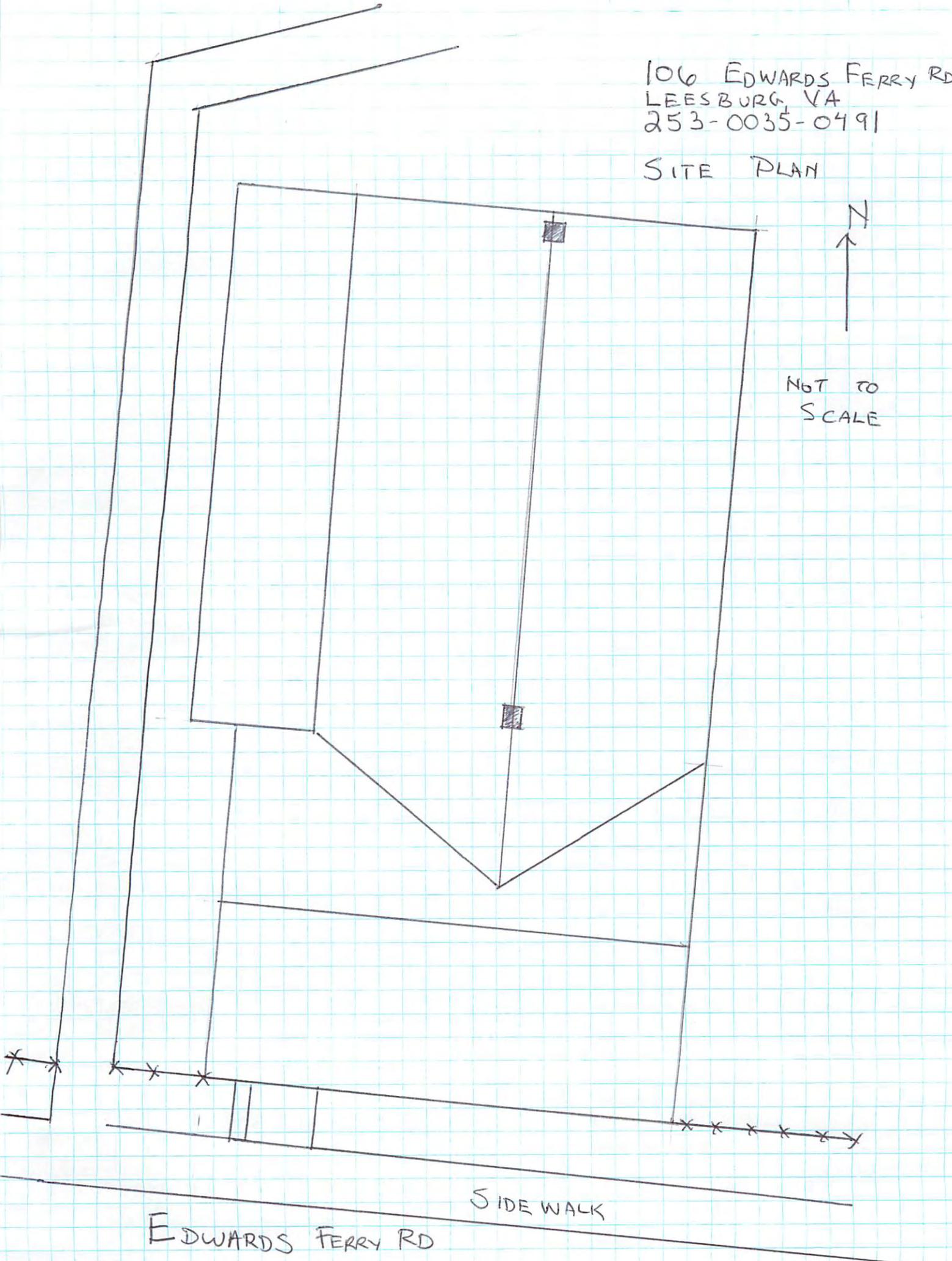
106 Edwards Ferry Road (253-0035-0491), interior, second floor, office 4, view to southeast (1575)

106 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0491

SITE PLAN



NOT TO
SCALE

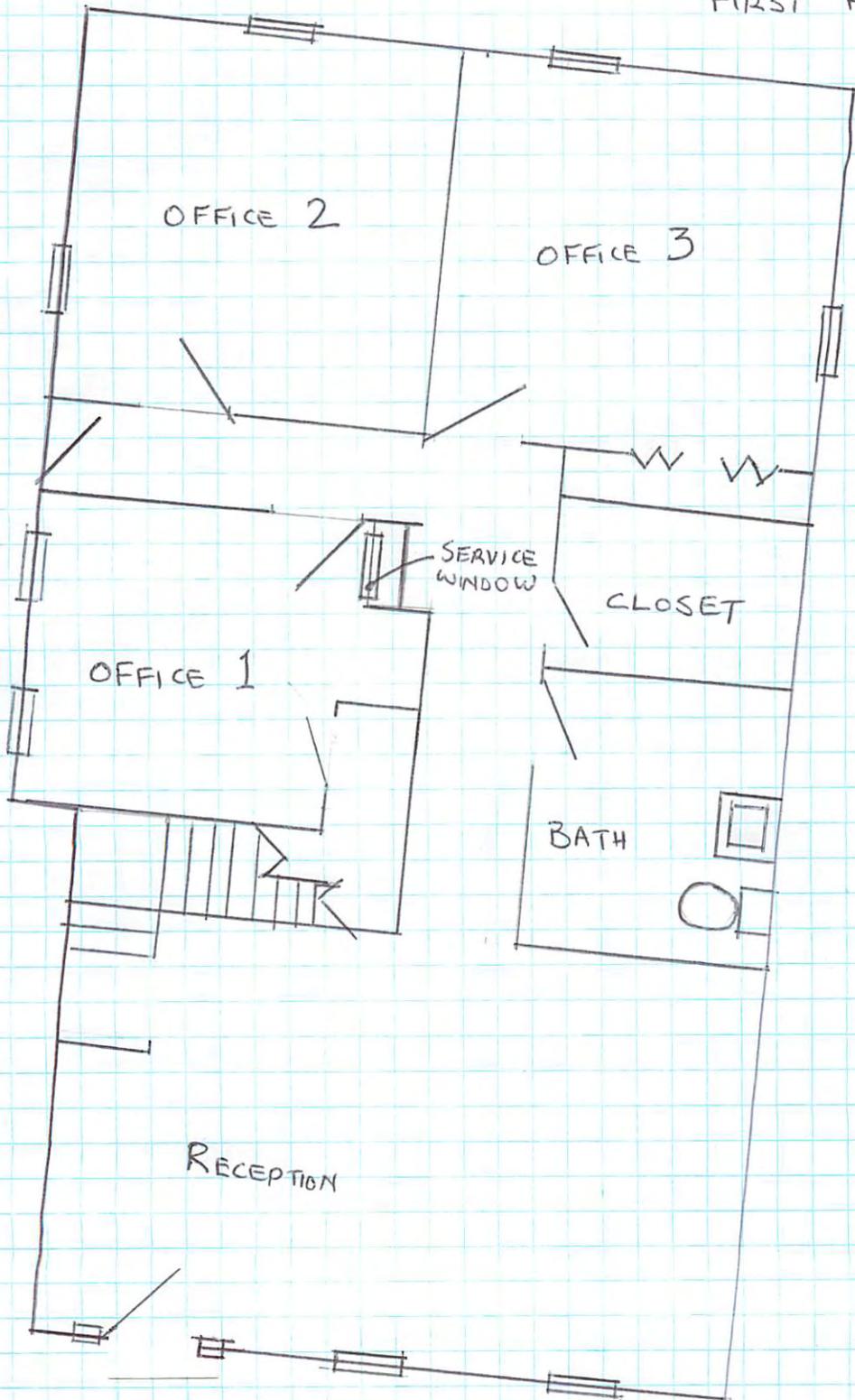


EDWARDS FERRY RD

SIDE WALK

106 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0491

FIRST FLOOR PLAN



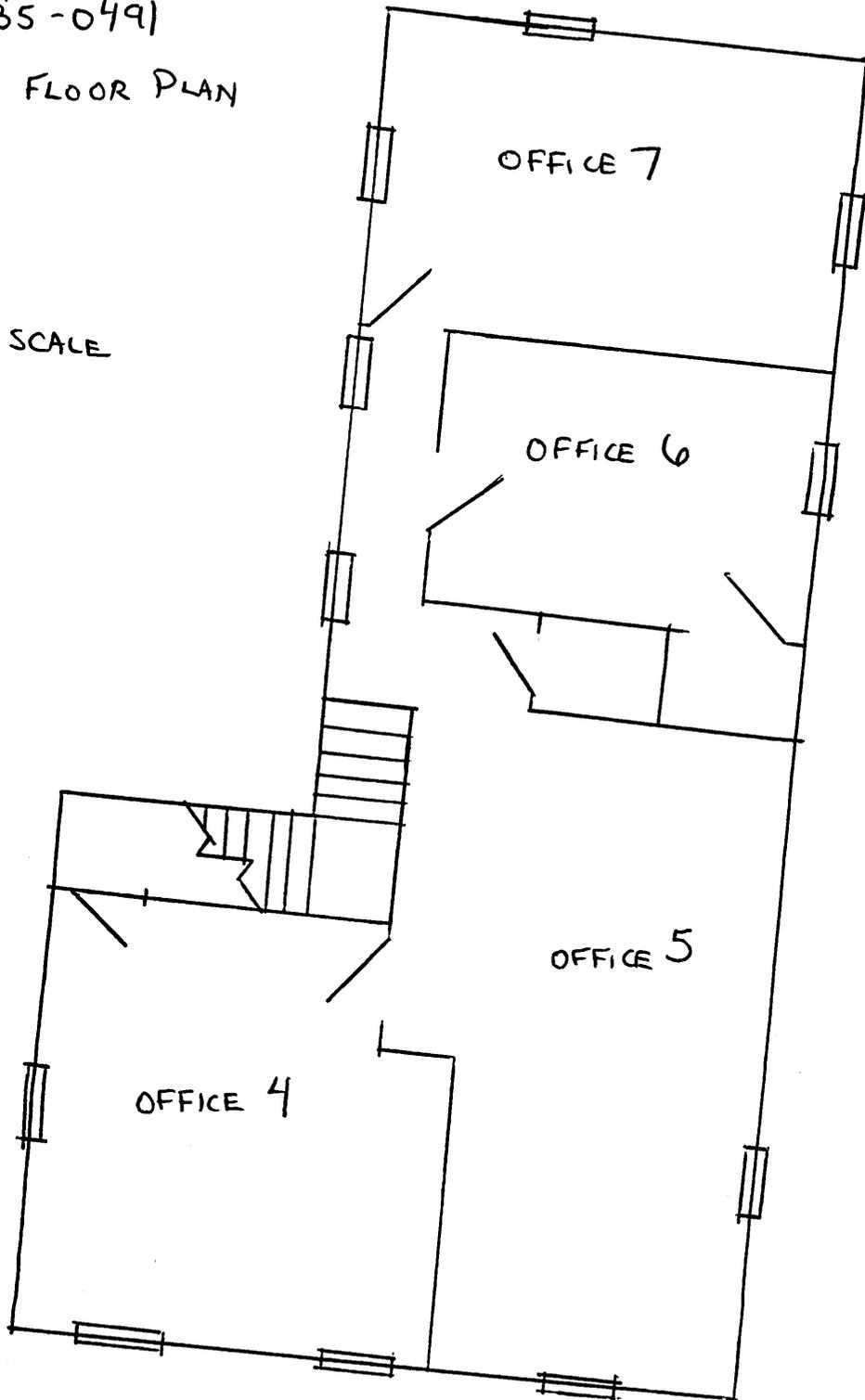
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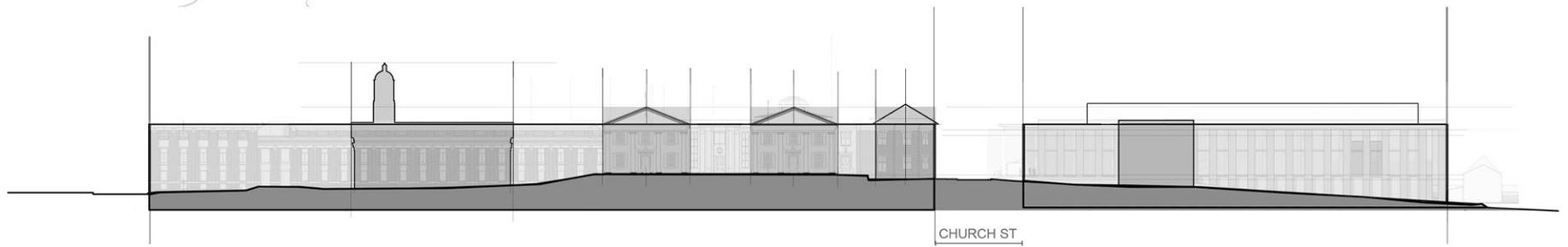
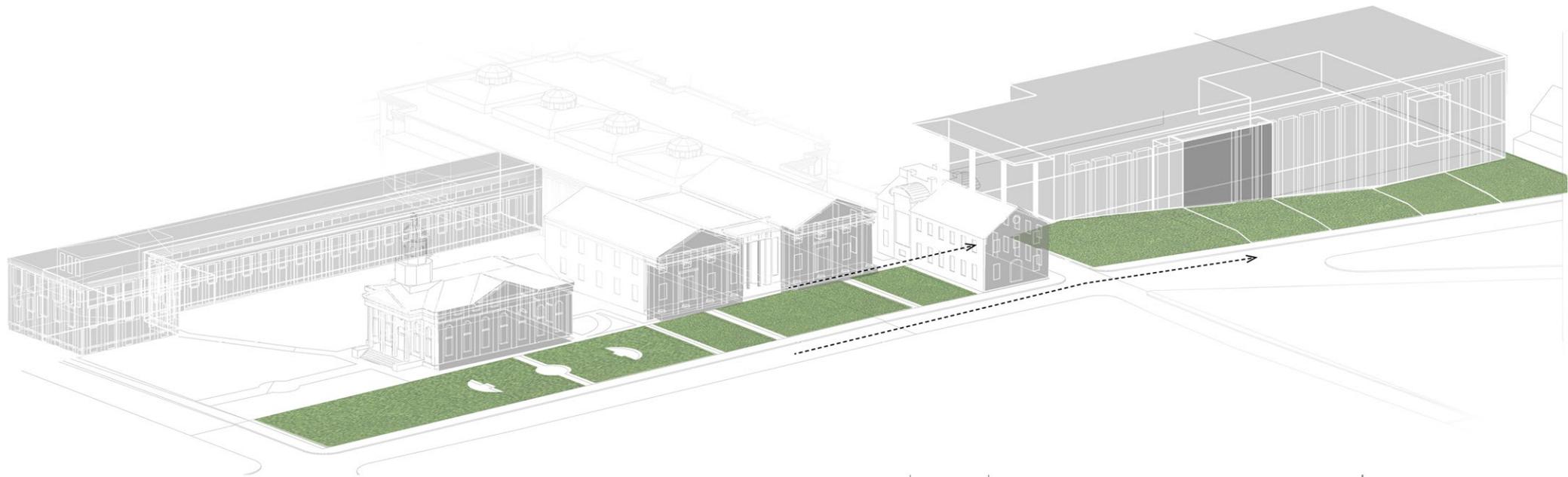
106 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0491

SECOND FLOOR PLAN



NOT TO SCALE







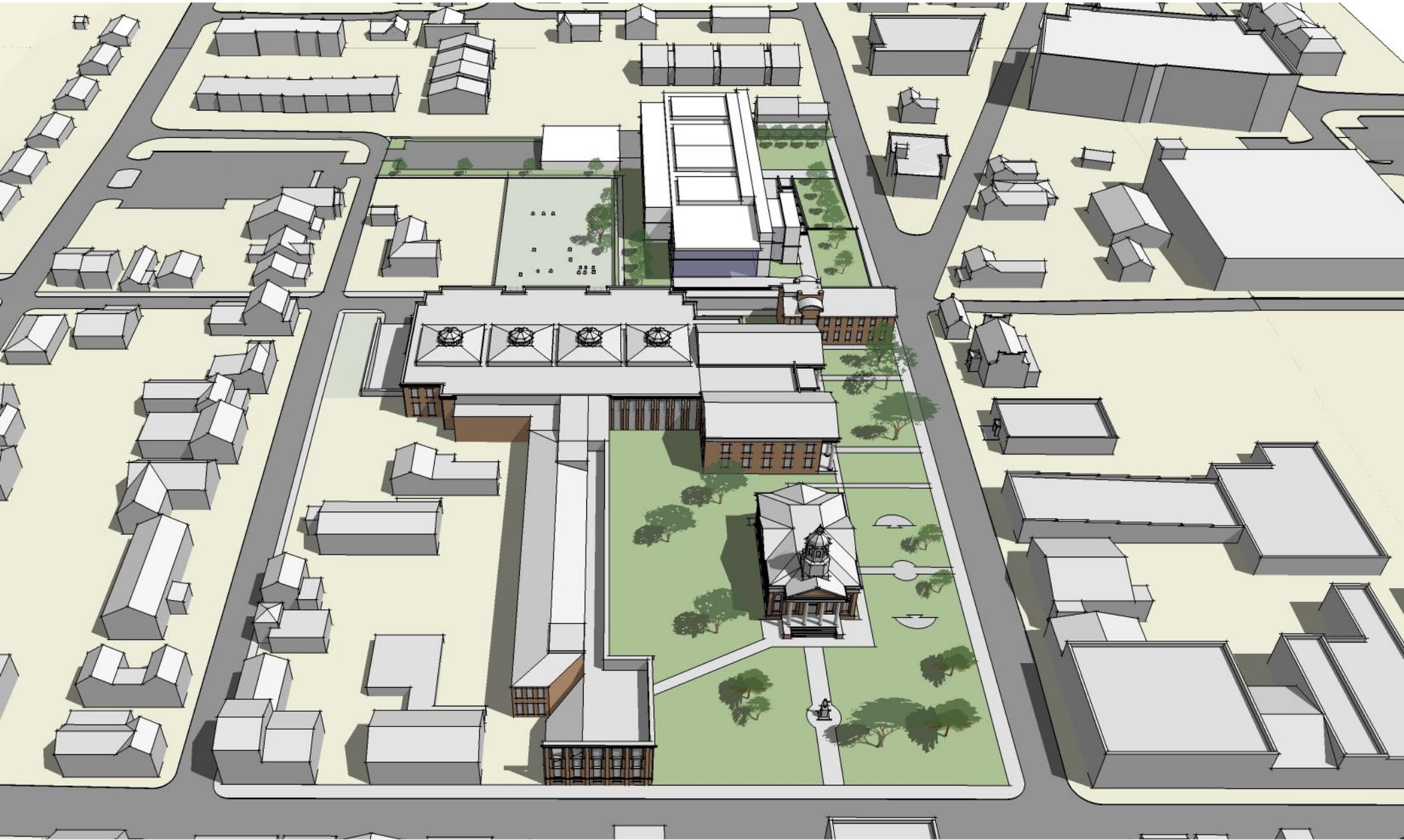
AERIAL PERSPECTIVE FROM SOUTH WEST



AERIAL PERSPECTIVE FROM NORTH EAST



AERIAL PERSPECTIVE FROM SOUTH EAST



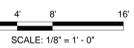
AERIAL PERSPECTIVE FROM WEST

SEAL

PRELIMINARY DOCUMENTS
NOT FOR CONSTRUCTION

KEY PLAN

SCALE



No.	Description	Date

REVISIONS

DRAWN BY	MC
APPROVED BY	IMS
CHECKED BY	KK
DATE	10/30/2014

TITLE

PROJECT NO. 50062915

AP-101

SHEET NO.



1 First Floor Plan - Presentation
Scale: 1/8" = 1'-0"

APPENDIX

DATE: 11.17.2014
TO: Town of Leesburg Board of Architectural review
FROM: Marlene Walli Shade AIA
SUBJECT: Response to June 5, 2014 memo
Removal of 106, 108, 110, 112 Edwards Ferry Road

1A. Loudoun County is applying for approval of the demolition of four houses on Edwards Ferry Road adjacent to the existing Church Street on-grade parking lot. The houses are 106, 108, 110 and 112 Edwards Ferry Road. There are no scenarios for the construction of the New District Courthouse that allow the courthouse complex, including existing facilities to remain in the Town of Leesburg without removal of these houses. All of over 13 design concepts required the removal of these houses.

1B. Previous archeological investigations determined that these structures are contributing structures. Our investigations have determined similar.

1C. Most of the existing buildings are occupied and considered to retain structural Integrity. County is undergoing a feasibility study to determine the possibility of moving the structures. Our structural engineer is reviewing the integrity for move and a house mover is reviewing as well.

1D. Plans of proposed new structure are attached for review.

1E. No comment

1F. No comment

1G. A reconnaissance study is attached and the Owner has completed all required archeology until the new construction allows us to interrupt parking to do additional test pits. The Town of Leesburg previously agreed that this investigation could be split into two parts to allow required parking to be retained. We have attached a preliminary landscape plan indicating the planned disposition of the area in which the houses are now located. No demolition will occur until the permit for the New General District Courthouse is received. We will instruct the demolition contractor to salvage materials as requested. Most exterior materials are not original and all but one fireplace surround and few doors inside are still original.

1H. We will comply.

1I. No comment

Property Information

Property Names

Name Explanation	Name
Function/Location	House, 106 Edwards Ferry Road
Historic	House, 30 Edwards Ferry Road

Property Addresses

Current - 106 Edwards Ferry Road
Former - 30 Edwards Ferry Road

County/Independent City(s): Loudoun (County)

Incorporated Town(s): Leesburg

Zip Code(s): 20176

Magisterial District(s): *No Data*

Tax Parcel(s): 48A-31-2

USGS Quad(s): LEESBURG

Property Evaluation Status

Not Evaluated

This Property is associated with the Leesburg Historic District.



Additional Property Information

Architecture Setting: Town

Acreage: *No Data*

Site Description:

December 1998: The house is built directly on the street with only a small side yard.

March 2014: This building stands along the northern side of Edwards Ferry Road in the Town of Leesburg. It abuts the concrete sidewalk along the street, which slopes gently down to the east in front of the house. To the east is another building. An asphalt-paved parking lot is west and north of the house, with the western edge denoted by a brick retaining wall, and the ground steeply sloping up to the parking lot on the north side of the building. A wooden picket fence extends along the sidewalk on either side of the house.

Surveyor Assessment:

December 1998: The street currently known as Edwards Ferry Road was historically a part of Market Street, one of the original roads of Leesburg as laid out in 1759. (Market Street now takes a Y-bend southeast of Church Street. The part east of Church Street is no longer known as Market Street since it was renamed Edwards Ferry Road in the 1970s.) This street has historically contained the town's most important public buildings, and the county jail still remains within the project area. The road is depicted on the 1853 Yardley Taylor Map of Leesburg with only a few buildings, including a jail, east of Church Street. The 1878 Gray's Map of Leesburg likewise shows only a few scattered houses along the northern side. By 1878, Market Street was also a through-way to Edwards Ferry Road, which crossed the Potomac River into Maryland approximately five miles east of Leesburg. Edwards Ferry Road contains a mix of residential architecture spanning several different periods, including at least three early-to-mid-nineteenth-century brick residences and the Johnston House/Tavern. By the late nineteenth century, the street was fully developed along its northern side and is marked by several handsome two-story frame Queen Anne and American Foursquare-style houses, several with original garages, outbuildings and fences. The south side has always been less densely built up, with the large Dodona Manor property dominating the east end of this street. This house at 106 Edwards Ferry Road first appears on the lot on the 1878 Gray's map. It is set back from the road and faces west indicating that the house may have been moved. It appears on all later Sanborn maps beginning in 1894. This circa 1880 Vernacular dwelling contributes to the architectural and historic character of the historic district in its scale, size, style, and building materials.

March 2014: The earliest deed found referencing this property is from February 1818, with the heirs of John McCabe selling a one-half acre lot to Catherine Dowling for \$100 (Loudoun County Deed Book [LCDB] 2W:138). This lot included the two parcels today known as 106 and 108 Edwards Ferry Road. Catherine Dowling's son Henry sold the parcel to James Garrison for \$150 in August 1829, the price increase indicating minor improvements to the property (LCDB 3V:73). Five years later, Garrison sold the property to Charles A. Johnston for \$530, indicating additional improvements had been constructed (LCDB 4C:16).

Charles Johnston owned the property for four years, conveying it in September 1839 to Mary and Sally Johnston for \$530 (LCDB 4L:70). It is unclear what the relationship, if any, was between Charles Johnston and Mary and Sally Johnston. The Johnstons sold the property to John Isett for \$250 in August 1843 (LCDB 4S:358).

The earliest map evidence of a building on this parcel is the 1854 Yardley Taylor map of Loudoun County (Taylor 1854). The map does not provide enough detail to ascertain the plan, or details of the building to determine if it represents the current building at 106

Edwards Ferry Road.

In November 1856, John Isett sold the lot with a "frame house" to John Harris for \$700 (LCDB 5N:424). Mr. Harris in turn conveyed the property, and all his household and kitchen furniture, except beds and bedding, to Matthew Harrison in trust to secure Harris' payment of certain debts in April 1861 (LCDB 5T:413). Harris evidently defaulted on these debts as Matthew Harrison sold the property to Emily Lloyd and the heirs of Charles E. Lloyd for \$600 in January 1869 (LCDB 5Y:318). A Chancery Case was brought by the administrators of the estate of Charles E. Lloyd against the heirs of Charles E. Lloyd, including his widow Emily (Chancery Case Lloyd vs. Lloyd index 1873-066). Charles Lloyd had died in 1868. One result of this chancery case was that the parcel was sold at public auction to Thomas Edwards for \$644 in April 1871. At the time, the property was described as including "a comfortable dwelling, a stable, and other buildings on the lot" which could "be readily divided into two good building lots." (Chancery Case Lloyd vs. Lloyd index 1873-066). Thomas Edwards sold the property to James Snyder in July 1873 for \$400 (LCDB 6E:368). A little over a year later, in November 1874, Lloyd Slack bought it from James Snyder for \$300. Lloyd Slack purchased the property for the use of his mother, Catherine Slack, the wife of Fenelon Slack (LCDB 6G:75).

Gray's map of Leesburg from 1878 provides more detail on the buildings located on this property. This map shows an L-plan building footprint with a deep setback from the street (then East Market Street, now Edwards Ferry Road) (Gray 1878). This building is presumed not to be the present building at 106 Edwards Ferry Road, as the present building stands much closer to the road. This map also denotes "F. Slack" as the property owner. This is presumed to be Fenelon Slack, a carpenter and wheelwright in Leesburg.

Late nineteenth and early twentieth century Sanborn maps show still more detail about the buildings on this property. The 1894 Sanborn map shows the western part of a house at this location that appears to be the present building. It has a two-story rectangular core, with a two-story tall rear wing, and a one-story section within the ell. Also shown on the property is a one-story tall frame, rectangular-plan outbuilding. The 1899 Sanborn map shows the entirety of the house, which follows the same plan as the present building. It also shows two outbuildings behind the house: one frame, square outbuilding, and the other one-story tall frame with a rectangular plan. All three buildings shown on the 1899 Sanborn are also drawn on the 1903 Sanborn map, with the addition of a third one-story tall outbuilding, with a square plan, along the western property boundary. The 1907 Sanborn shows the same buildings in the same configuration as the 1903 map. In 1912, the Sanborn map no longer shows the rectangular outbuilding, and shows a frame addition connecting one of the outbuildings to the rear ell. On the 1930 Sanborn map there is only one outbuilding, the one along the western property boundary, and a two-story tall addition has been made to the rear of the rear ell.

Fenelon Slack died between 1870 and 1880, and his wife between 1880 and 1900. After their deaths, the property went to their son, Lloyd Slack was an undertaker and cabinet maker in Leesburg with a store on King Street near Loudoun Street. After Lloyd Slack's death in February 1926, the property passed to his son, Lloyd Fowler Slack, and his daughter Mary Louise Hutchinson. Lloyd F. Slack had no heirs, so the property passed to his nephew and niece, Richard Hutchinson Jr. and Betty Lloyd Boland, after his death, and the death of his sister. Loudoun County purchased the property, along with other adjacent parcels owned by these Slack heirs, in 1980 (LCDB 762:734 and 773:100).

The changes made to the building since it was last surveyed do not impact its status as a contributing resource to the Leesburg Historic District. It contributes to the architectural and historic character of the historic district in its scale, size, style, and building materials.

Surveyor Recommendation: Recommended Eligible

Ownership

Ownership Category	Ownership Entity
Public - Local	No Data

Primary Resource Information

Resource Category:	Domestic
Resource Type:	Single Dwelling
Date of Construction:	1880Ca
Historic Time Period:	Reconstruction and Growth (1866 - 1916)
Historic Context(s):	Architecture/Community Planning
Architectural Style:	Other
Form:	No Data
Number of Stories:	2.0
Condition:	Good
Interior Plan:	No Data
Threats to Resource:	Development, None Known

Architectural Description:

December 1998: This 2-story, 3-bay, gable-roofed, frame Vernacular house has a side passage plan with an entrance on the southwest corner. It is built on an L-plan with a rear wing. The house has German siding, a molded cornice and corner boards. The door is framed by a 2-pane transom and 2-pane sidelights.

The rear two bays of the wing are later but still historic. An ell on a concrete foundation with a shed roof is later still. This house now serves as a county government office.

March 2014:

Exterior: This late-nineteenth century, two-story, frame former dwelling stands on a rubble stone foundation. The building measures three bays wide and one bay deep, with a three-bay deep, two-story gabled rear ell. A one-story, shed-roof addition is located along the west wall of this ell and stands on a concrete foundation. The side-gabled roof is covered with standing seam metal and features partial cornice returns. The exterior

is clad with German siding. A wooden stoop with modern, wooden railing provides access to the front door. The main entry is through a six-panel wooden door, flanked by side lights and topped with a transom. The trim around the door and windows is very narrow. The windows are aluminum, two-over-two, double-hung sash, except for two awning windows on the west elevation of the one-story addition. The windows and doors are all non-historic. A row of three skylights is also found on the roof of the western addition. There are two brick, corbelled-cap interior chimneys found on the rear ell, one near the roof junction with the core of the house, the other at the northern gable end of the ell.

Interior:

First floor: This building was originally built as a side-hall plan dwelling. The floor plan has been modified to accommodate its later use as a county office building. The interior finishes for most of the building, except for the bathrooms, are carpeted floors and painted walls.

The front door leads into a reception area extending the full width of the core of the building. On the west is an enclosed, S-plan stair to the second floor. A service counter extends from the front wall, dividing the space. From the western part of the reception area, a hallway leads to the rear of the building. Along the east wall of this hall are a single bathroom and a closet. Along the west wall is a service window with floating counter. After ending at the door to office 3, the hallway turns to the west, and the side entrance to the building. Accessed by this side hall are office 1, which includes the service window to the western hallway, and office 2.

Second floor: The stair from the first floor ends at the junction of the core of the house and the rear ell. Along the western wall of the rear wing is a hallway, leading to office 7, which spans the width of the ell. On the east side of this hallway is office 6. In the core of the building are two offices, office five in the southeast corner, and office 4 in the southwest corner. Office 4 is accessed from office 5. Storage closets are found off of office 6, the hallway, and above the stair headspace in office 4.

Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Sash, Double-Hung	Aluminum	2/2
Roof	Gable	Metal	Standing Seam
Chimneys	Interior	Brick	No Data
Structural System and Exterior Treatment	Frame	Wood	Weatherboard
Foundation	Solid/Continuous	Stone	Rubble, Random

Secondary Resource Information

Secondary Resource #1

- Resource Category:** No Data
- Resource Type:** No Data
- Architectural Style:** No Data
- Form:** No Data
- Date of Construction:** No Data
- Condition:** No Data
- Threats to Resource:** No Data
- Architectural Description:**

No Data

Historic District Information

- Historic District Name:** Leesburg Historic District
- Local Historic District Name:** No Data
- Historic District Significance:**

The town of Leesburg was established in 1758 by an Act of the General Assembly of Virginia authorizing Nicholas Minor to sell lots from a sixty acre tract surrounding his tavern. The town was to serve as the county seat for the newly formed Loudoun County. A committee of three men had been appointed a year earlier to lay out "proper streets" and their report, which still exists, forms the bases for the present layout of the community. The settlement had been known as Georgetown in honor of King George II until the county was formed in 1758, and the name was changed to Leesburg in honor of Francis Lightfoot Lee. The town grew significantly during its first several decades, but expansion slowed considerably from the War Between the States to the post-World War II era. As a result, Leesburg possesses an important collection of structures dating from the late-eighteenth century through the early-nineteenth century, most of which are well maintained. Especially notable structures include the following: The Laurel Brigade Inn, an early stone tavern still in operation; Osburn's Tavern, scene of a reception for Lafayette during his visit in 1825; the "Old Tavern," an architecturally distinguished structure built in the late-eighteenth century; and the County Office Building, a dignified Greek Revival building erected circa 1844 as the Leesburg Academy. The brick Classic Revival Loudoun County Court House was completed in 1895 on the site of two previous court houses. Also located in the town is the significant site of the Old Stone Church, demolished in 1900. The lot, which was purchased by the Methodists on May 11, 1766, was the first property owned by the

Methodists in America. The numerous early dwellings and commercial buildings, along with the structures cited, combine to make Leesburg one of the best preserved and most picturesque communities in Virginia. Fortunately the historic integrity and scenic quality of the town have received protection through historic zoning established in recent years.

See nomination for additional information.

CRM Events

Event Type: Survey:Phase II/Intensive

Project Review File Number: *No Data*
Investigator: Sarah Traum
Organization/Company: JMA, Inc.
Sponsoring Organization: *No Data*
Survey Date: 3/4/2014
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Intensive architectural survey of four buildings along Edwards Ferry Road in Leesburg, VA.

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: Geoffrey Henry & Cheryl Shepherd
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 12/17/1998
Dhr Library Report Number: Reconnaissance-level architectural surveys of Leesburg Histo
Project Staff/Notes:
No Data

Bibliographic Information

Bibliography:

Loudoun County Deed Books
1818-1980 On file at the Clerk of Courts, Loudoun County Courthouse, Leesburg, VA.

Gray, Orlando Willis
1878 Gray's New Map of Leesburg. O.W. Gray & Son, Philadelphia, PA.

Sanborn Map Company
1894 Leesburg, Virginia. Sanborn Map Company, New York.

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1903 Leesburg, Virginia. Sanborn Map Company, New York.

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Property Notes:

No Data

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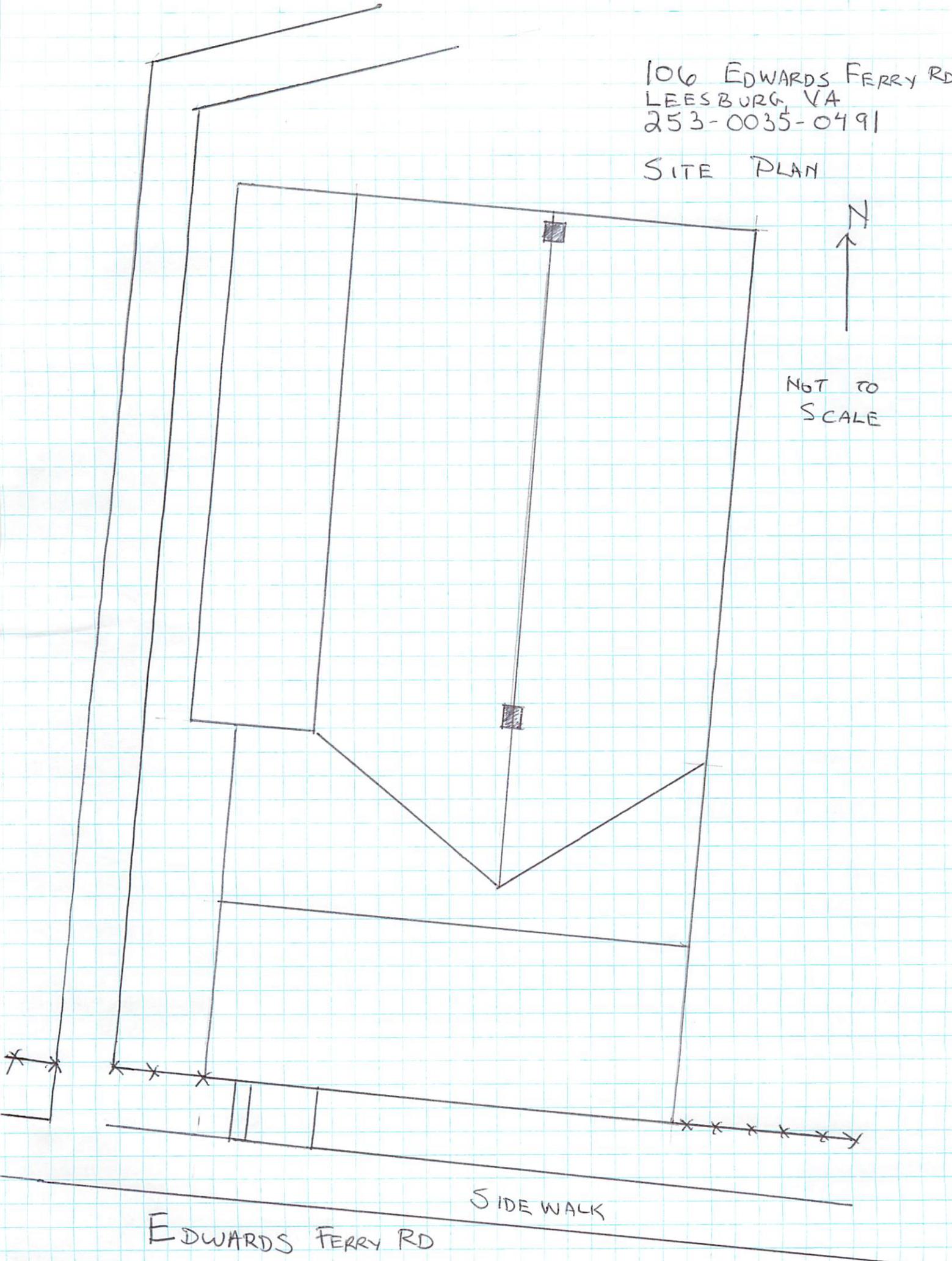
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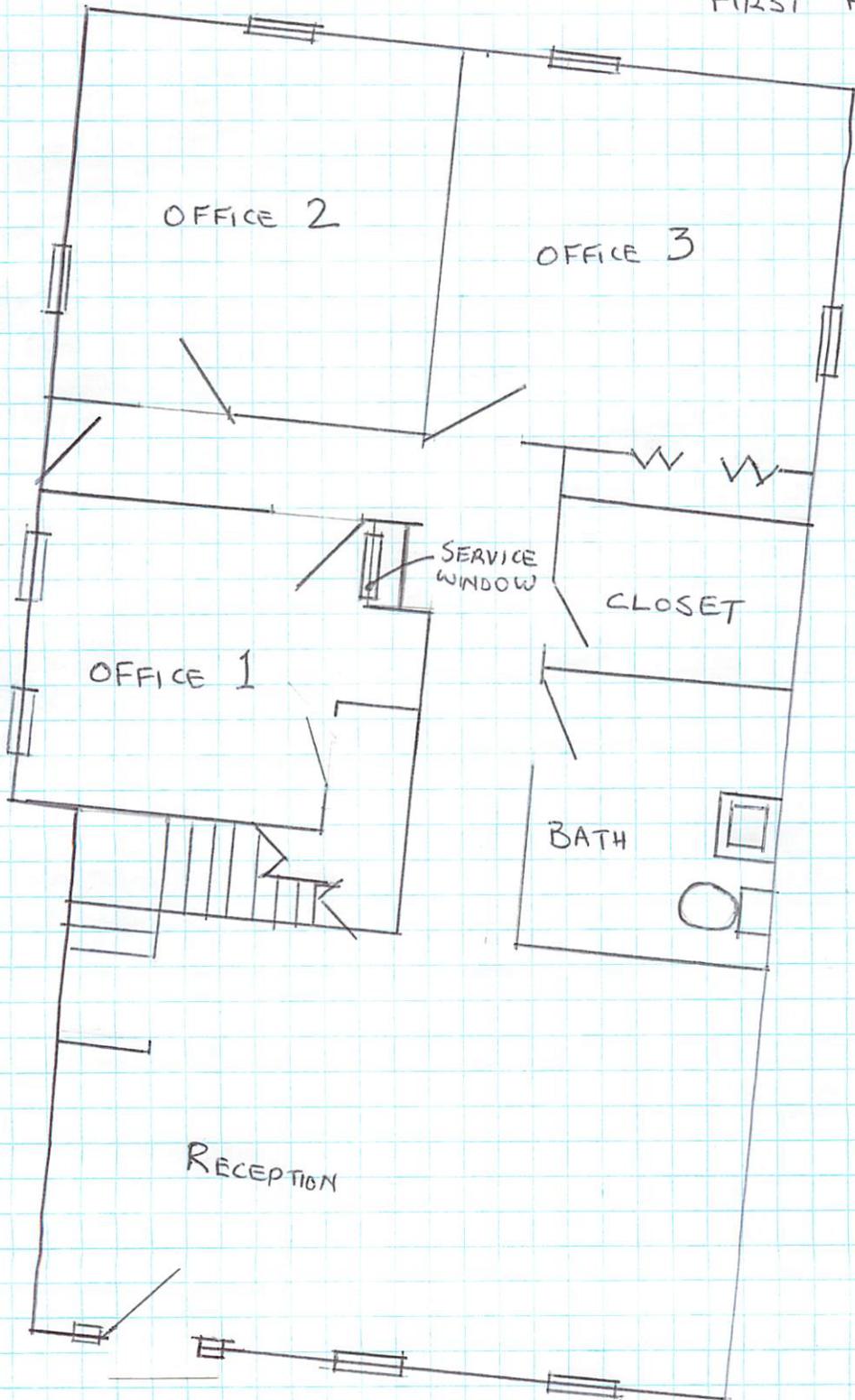


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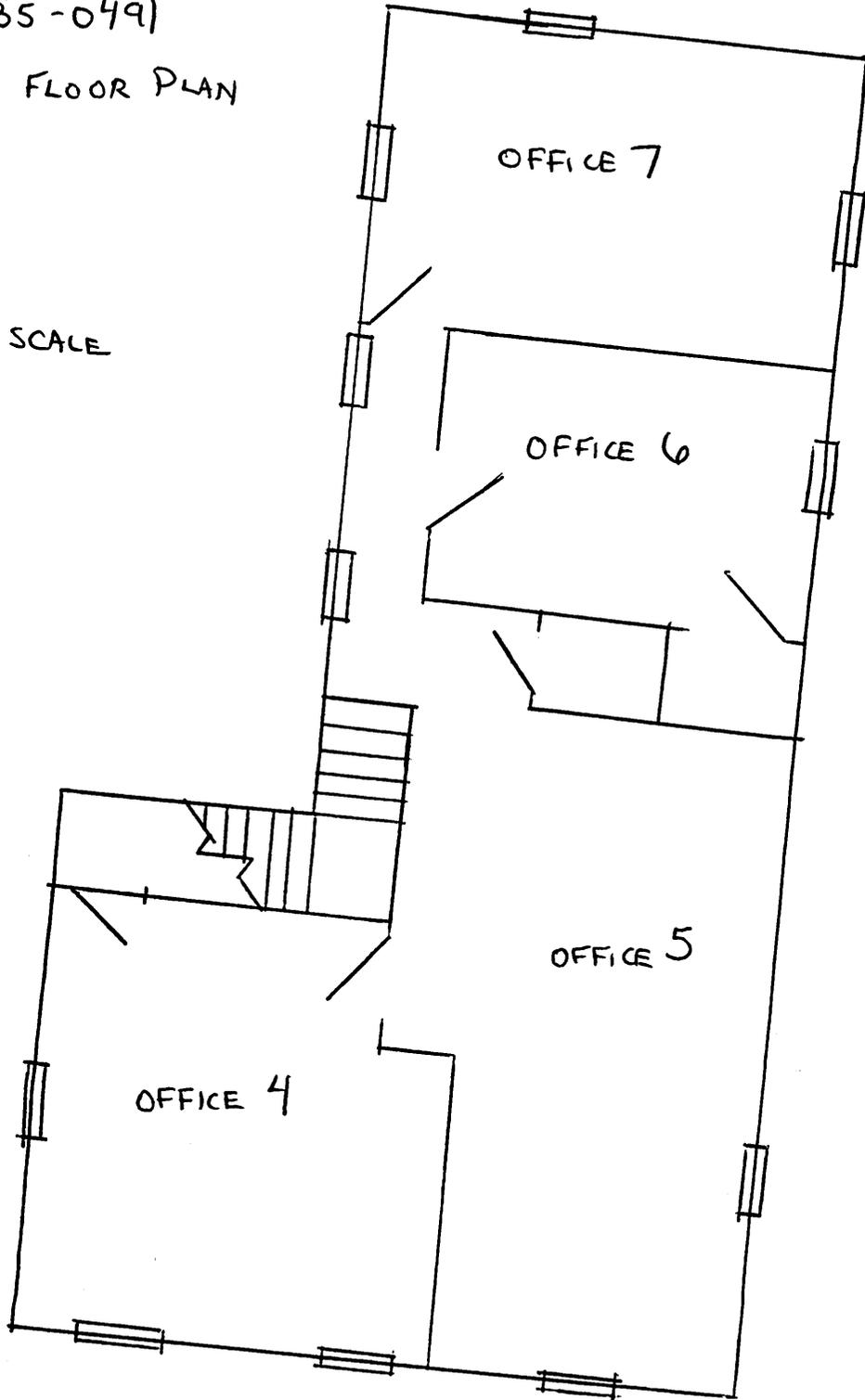
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