

April 15, 2015

BOARD OF SUPERVISORS

BUSINESS MEETING

SUPPLEMENTAL PACKET

Item 3 – Courts Complex Phase III – Evaluation of Edwards Ferry Road Buildings

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: Courts Complex Phase III – Evaluation of Edwards Ferry Road Buildings

ELECTION DISTRICT: Leesburg

CRITICAL ACTION DATE: At the pleasure of the Board

STAFF CONTACTS: Chris Glassmoyer, Transportation & Capital Infrastructure
Peter Hargreaves, Transportation & Capital Infrastructure
Joe Kroboth, Transportation & Capital Infrastructure

PURPOSE: To present scenarios which include issues, conflicts, time and cost impacts to remove only 106 and 108 Edwards Ferry Road from the project site and retain the oldest portions of the structures located at 110 and 112 Edwards Ferry Road. To update the Board of Supervisors (Board) on the status of the solicitation to relocate any or all of the four (4) Edwards Ferry Road buildings to a third party interested in taking possession of the buildings at the sole cost to the third party based on direction from the Board)on March 4, 2015.

RECOMMENDATIONS: Staff recommends that the Board direct staff to proceed with the Courts Phase III project as planned, cooperating with the Town of Leesburg to obtain the necessary approvals to remove 106 and 108 Edwards Ferry Road from the site and selectively remove portions of 110 and 112 Edwards Ferry Road to their original footprint.

BACKGROUND: Dewberry Architects, Inc. (Dewberry) began the design process for the Courts Phase III project in November 2013 with space programming. On July 2, 2014, the Board approved (9-0) a modification to the adopted scope for the Courts Phase III project to add approximately 7,000 square feet to provide for the Phase IV space requirements thus bringing the total project scope to be constructed with Phase III to a maximum of 92,000 square feet for the new General District Courthouse on the Church Street site.

After careful analysis of possible layouts for the new General District Courthouse, Dewberry developed thirteen (13) possible layouts for the new building. Each was driven by the minimum size of a District Courtroom in the Commonwealth of Virginia and a detailed forecast of case load in Loudoun County. Design options were greatly hampered by the overall lot size, nearby constraints such as the cemetery and roadway network and the “L” shape configuration of the lot itself and height limitations. The existing County-owned buildings at 106, 108, 110 and 112

Edwards Ferry Road were also considered as they are located on the same parcel. The thirteen (13) concepts, all of which required removal of the four (4) buildings, were narrowed down to seven (7) concepts through initial County and Courts stakeholder review.

On November 17, 2014 Dewberry, on behalf of Loudoun County, submitted a Certificate of Appropriateness (COA) Application for each of the four (4) County-owned buildings on Edwards Ferry Road to initiate the review process for ultimate demolition of the buildings. On December 15, 2014, staff and Dewberry appeared before the Town's Board of Architectural Review (BAR) regarding the demolition of the four (4) buildings. The BAR members indicated their strong support for retaining the buildings and asked the County and Dewberry to re-evaluate the building's program, functionality, configuration, size and height to develop alternatives that retain the structures in question on the site. County staff and Dewberry returned to the Town's BAR for a Work Session on February 2, 2015. Discussion with the BAR at that time, included requests for additional technical details on storm water management and supporting documentation for design considerations including security, code requirements and other elements which constrain the use of the site.

On February 18, 2015 County staff and Dewberry returned to the Town's BAR Business Meeting to present, in detail, the site issues and constraints indicating why the County is requesting the four (4) County-owned buildings to be demolished.

At the March 4, 2015 Business Meeting, the Board directed staff (5-4 Buona, Delgaudio, Letourneau and Volpe opposed) to work with the Town and the County's consultants to develop a scenario, including identification of issues/conflicts, time, and cost impacts to remove only 106 and 108 Edwards Ferry Road from the site, and retain the oldest portions of the structures located at 110 and 112 Edwards Ferry Road. The Board also requested staff to provide information on the impact to the cost if the buildings were kept on the property, the impact on storm water issues, and the potential security issues (Attachment 1). The Board further directed staff, on separate motion (9-0) to issue a solicitation to relocate any or all of the four (4) buildings along Edwards Ferry Road to a third party interested in taking possession of the buildings at the sole cost to the third party. The solicitation "Request for Interest to Move Any or All of the Four Buildings Located at 106, 108, 110, and 112 Edwards Ferry Road, Leesburg Virginia" was issued on April 3, 2015, and responses will be due on May 1, 2015 (Attachment 2).

On March 16, 2015 County staff provided an update to the Town's BAR to clarify additional costs relating to building the courthouse around the four (4) County-owned buildings on Edwards Ferry Road, as well as to clarify if additional design work was prepared which retained the four (4) buildings.

ISSUES: The Department of Transportation and Capital Infrastructure (DTCI) and Dewberry have evaluated each of the four (4) buildings. Dewberry, in association with their historic preservation, architectural, structural and relocation consultants, have completed the evaluation. The findings are summarized in Attachment 1.

Issues and Conflicts to remove 106 and 108 Edwards Ferry Road: 106 and 108 Edwards Ferry Road, as wood framed structures, could be relocated with some excavation required around the perimeter of the structures to add transport beams necessary to stabilize the building for a move. Both buildings have some degree of sill plate and floor framing (skirt beam) wood rot due to exposure to moisture in the soil which requires repair. Portions of the existing foundation are masonry or rubble which would require dismantling and reassembly at the new location in addition to new foundation. These buildings conflict with the 40 foot front yard setback (which is required by the zoning code) and 50 foot Stand Off distance (which is the minimum distance required for security surveillance and protection from potential threats), storm water management vault, storm water sewer, and sanitary sewer lateral.

Issues and Conflicts to retain the oldest portions of the 110 and 112 Edwards Ferry Road: 110 Edwards Ferry Road is a wood framed structure with a stone or rubble foundation. Both buildings have some degree of wood rot due to exposure to moisture in the soil which requires repair. Because of the additions over its history, one or more of the buildings original exterior bearing walls may be absent. This would require further structural bracing until an adequate structure could be erected to support floor and roof loads. The metal roof of the original structure is deteriorated and consequently the roof framing and roof boards may have some degree of wood rot which would be required to be repaired. This building conflicts with the 40 foot front yard setback, 50 foot Stand Off distance, storm water management vault, storm water sewer, and sanitary sewer lateral. 110 Edwards Ferry Road is a visual obstruction to the Courts Phase III building.

112 Edwards Ferry Road is a brick and wood framed structure. The brick portion of the building would need to be tuck-pointed and damaged brick would need replacement. The moving consultant recommended that this structure not be moved due to structural issues with the brick connection to the buildings substructure and the deteriorated brick joints. This building conflicts with the 40 foot front yard setback, 50 foot Stand Off distance, and storm water sewer.

Time Considerations: The current Courthouse schedule includes 215 days for BAR review and to obtain approval for demolition of the 4 buildings. The demolition is scheduled to be complete on August 7, 2015. The projected 18-24 month time frame, described in the March 25, 2015 Board Report (Attachment 1) exceeds the current schedule by 2 months. A shorter duration is possible if the County, the Town of Leesburg and the Board of Architectural Review could come to agreement on the extent of the demolition.

Relocation of 106 and 108 Edwards Ferry Road: The time to remove 106 and 108 Edwards Ferry Road buildings from County owned property to a third party site would be approximately 18 to 24 months. Portions of this time frame are contingent on a variety of issues, some which are not in the County's control. These items include; when the relocation process can begin; if a suitable third party comes forward and agrees to relocate 106 and 108 Edwards Ferry Road buildings, where would they be located and how long would the site preparation for the receiving site take; and the time required to notify, agree on a time frame, and agree on costs to raise overhead utilities en-route to a third party location.

Demolition of 106 and 108 Edwards Ferry Road: The time required to prepare demolition documents and demolish the buildings would be approximately 12 months. What is unknown at this point is when the current BAR process will allow the process to begin.

Selective Demolition of 110 and 112 Edwards Ferry Road: The time required to return these buildings to their original footprint would be approximately 18 months. What is unknown at this point is when the current BAR process will allow the removal process to begin.

County Staff and Dewberry retain their position that 106 and 108 Edwards Ferry Road be removed from the site and selectively remove and retain the oldest portions of 110 and 112 Edwards Ferry Road. The reasons cited include; the current plan extends the Common Green, which is established by the current Courthouse, to the new Courthouse to assist in connecting the two parcels of land; selectively removing the Valley Bank addition to open a green, public corridor connecting the existing courthouse which ties into the Common Green; the buildings compromise the integrity and importance of the new court facility. The new courthouse should be perceived as an extension of the existing courts campus. Retaining the buildings relegates the courthouse to a secondary role in downtown Leesburg; maintaining the houses will increase the complexity of the construction requiring additional costs associated with storm water and site design as well as additional costs for general conditions as the Contractor will have to work around the existing properties. Sheeting and shoring will become necessary to execute portions of the project. Additionally, protecting the buildings during construction will also add additional project costs. Care will have to be given to minimize vibration that could affect the foundations of the existing buildings; maintaining the buildings creates a security issue by compromising visual surveillance of the courthouse. The buildings will offer opportunities for individuals to hide, for vandalism and for the placement of contraband. Being wood frame construction there is a heightened risk of fire; the buildings have no viable reuse to support the courts operation and it is not advisable to locate non-court related functions in the buildings due to their proximity to the courthouse and inability to control who could access the properties. To maintain the properties will require on-going maintenance and upkeep. The buildings and properties are also in current need of repairs to stabilize the properties; if the Edwards Ferry Road buildings remain, the Courthouse Option, endorsed by the Board, would have to be significantly redesigned, resulting in limiting the openness of the façade facing Edwards Ferry Road which would decrease the amount of daylight to interior spaces.

FISCAL IMPACT: The cost estimate for relocation, complete removal, or selective removal of these four (4) buildings is not included in the overall project budget in the Capital Improvement Program (CIP). The only cost which is in the project funding is \$200,000 for complete removal of the four (4) buildings and the professional fees of \$28,776 to prepare the necessary documents for complete removal. Construction funding for the Courts Phase III project is currently planned for FY 2017 in the CIP.

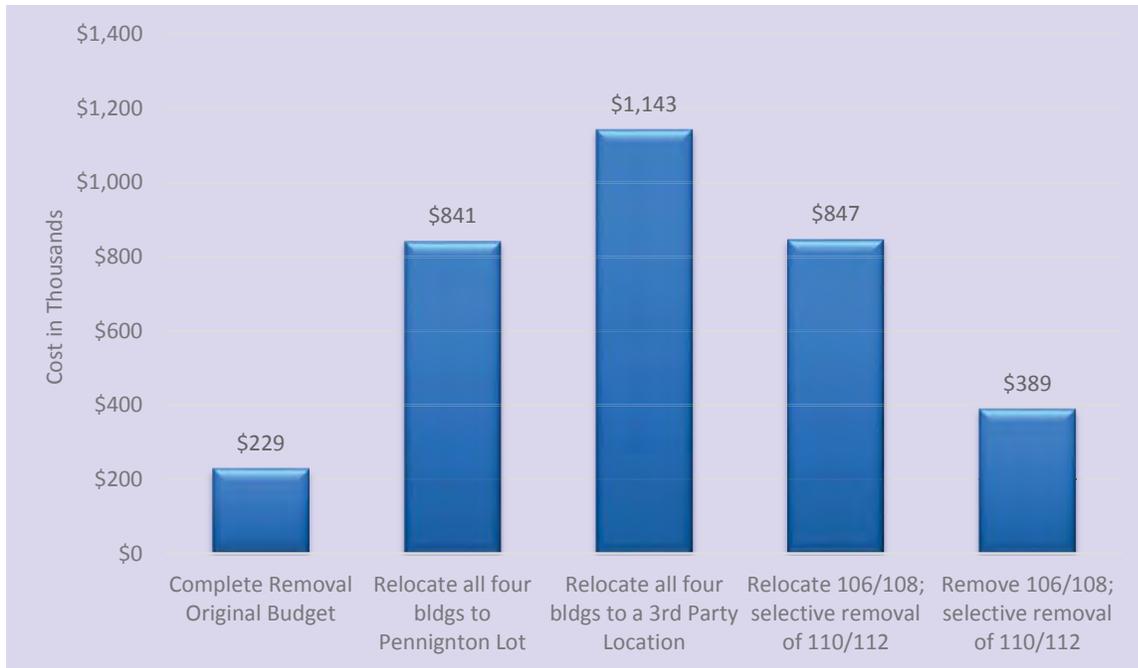
Relocation Costs: The total estimated cost to relocate 106 and 108 Edwards Ferry Road to a nearby location such as the Pennington lot is approximately \$557,680. The cost for relocation 110 Edwards Ferry Road also to the Pennington lot would be an additional \$283,590 totaling \$841,270. The Pennington Lot was selected for the purpose of identifying a receiving location so the mover could estimate the cost. Another site could easily be selected. The total estimated **third party**

costs to move 106 and 108 Edwards Ferry Road to a third party location is approximately \$758,080. The cost to relocate 110 Edwards Ferry Road to a third party location would be an additional \$384,790 totaling 1,142,870. The total estimated cost to relocate 106 and 108 Edwards Ferry Road to the Pennington Lot and retain and selectively remove the existing additions of 110 and 112 Edwards Ferry Road back to their original building form is approximately \$846,790, including costs to make certain improvements to establish the building exterior envelope.

Storm Water Management Costs: Dewberry is currently working with the Town of Leesburg reviewing options to possibly relocate one or both storm water management vaults to the Pennington Lot. As this process is in progress and requires collaboration between the Town and the County, the full impact to the construction cost for the new Courthouse hasn't been fully defined. Because this is a change in scope for Dewberry, there will be additional AE fees associated with the change. Those numbers are currently being developed and will be provided to the Board when available. Constructability Costs: Retaining the oldest portions of 110 and 112 Edwards Ferry Road will increase the construction cost of the new Courthouse. Those costs include additional shoring, the cost associated with a decrease in the construction contractor's staging area (which limits the contractor's ability to move equipment and personnel around the site), and additional monitoring required for 110 and 112 Edwards Ferry Road due to construction traffic, debris, potential building damage from falling material, and vibration. The full impact to the construction cost of the new Courthouse hasn't been fully defined but the remaining buildings will add additional costs to the contractor's bid amount. Dewberry is currently working with a contractor in establishing and identifying the conceptual costs associated with an increase to the contractors General Conditions.

Building Envelope Costs: When the final disposition of the 4 Edwards Ferry Road buildings becomes known, Dewberry and the County will better understand the extent to which additional building hardening methods will be needed. The full impact to the construction cost of the new Courthouse for this hardening hasn't been fully defined. There will be additional construction costs associated with this which will include increased structure to the walls and increased size to the structural steel, additional and thicker bullet proof glass, a decrease in daylighting opportunities, additional security cameras, and additional security staff to patrol around the buildings.

Figure 1 – Cost Comparison of Options:



STATUS OF BAR REVIEW: On March 11, 2015, County Staff, and the Town of Leesburg met to discuss concerns relating to the Courthouse project and the BAR. What was discussed was how the County, the Town, and the BAR can move the project forward cooperatively. It was agreed that the County and the Town would establish “next steps” as a path forward.

On March 16, 2015, County Staff returned to the BAR at their scheduled Business Meeting and, presented additional information relating to the cost of constructing the Court House Phase III Expansion while retaining all Edwards Ferry Road buildings, as well as clarify if designs were developed to aid in the development of those costs. County staff was not present at this meeting as Dewberry was preparing additional cost information for this Board meeting.

On March 19, 2015, staff and the Town of Leesburg agreed to set up a series of meetings with the BAR to discuss Storm Water Management issues (March 25, 2015), size/scale/massing issues as they relate to mitigating the mass of Courthouse Option 5D (for April 6, 2015), and a presentation by County Staff and Dewberry on all applications that will be coming to the BAR, as well as answer questions that the BAR may have regarding the project in general (April 8, 2015).

County Staff, Town of Leesburg Staff, and Dewberry met on March 23, 2015 to discuss site constraints and unresolved issues regarding Storm Water Management options. The discussion centered on a number of issues which included the existing capacity of the storm water line which runs through the Pennington lot and east of the proposed Courthouse, storm water quality and, storm water quantity. The meeting further explored if options were available to over-detain storm

water run-off at the Pennington Lot to relieve storm water detention at the Church Street Lot. The meeting was adjourned where the Town of Leesburg was to confirm several questions brought forward by Dewberry and based on those responses, Dewberry was to continue their analyses and that will be provided to the Board when available.

County staff and Dewberry returned to the BAR on March 25, 2015 at their scheduled Work Session to further discuss the applications and focus on stormwater management issues. The meeting opened with how the information gathered before the March 23, 2015 meeting influenced the decision making process, as well as a request for more dialogue and opening up the communication process. The discussion included an overview of the site constraints, an overview of the Town's current storm water system, potential locations for stormwater vaults on the Church Street Lot and Pennington Lot, over detention of stormwater on the Pennington Lot, the purchase of BMP credits, issues which require additional research and responses required from the Town of Leesburg and additional analyses to be performed by Dewberry. The concern voiced by County Staff was that information had not yet been analyzed by Dewberry, as it appeared that the BAR was under the impression that all storm water management issues would be resolved on the Pennington Lot. At the conclusion of the meeting members of the BAR decided that meetings on April 6, 2015 and April 8, 2015 would not be required because County Staff could not share several items of interest as they were contained in the Item going to the Board on April 15, 2015. It was agreed that County Staff and the BAR would meet on April 13, 2015 to discuss the size/scale/massing issues as they relate to Courthouse Option 5D.

ALTERNATIVES: Five alternatives have been presented in the fiscal impact section. These are:

1. The Board may direct staff to proceed with the project and continue to work with the Town of Leesburg to remove 106 and 108 Edward's Ferry Road buildings and selectively remove portions of 110 and 112 Edward's Ferry Road buildings back to the original footprint and structure form.
2. The Board may direct staff to proceed with the project and continue to work with the Town of Leesburg to relocate 106 and 108 Edward's Ferry Road buildings and selectively remove portions of 110 and 112 Edward's Ferry Road buildings back to the original footprint and structural form.
3. The Board may direct staff to proceed with the project and continue to work with the Town of Leesburg, to relocate all four buildings to the Pennington lot.
4. The Board may direct staff to proceed with the project and continue to work with the Town of Leesburg, to relocate any or all of the four buildings to a 3rd party owned location.

DRAFT MOTIONS:

1. I move that the Board of Supervisors direct staff to proceed with the Courts Phase III project in cooperation with the Town of Leesburg, to remove the existing buildings located at 106 and 108, Edwards Ferry Road and to selectively remove and retain the oldest portions of 110 and 112 Edwards Ferry Road.

AND

I further move to authorize staff to provide a supplemental funding plan for the Board's consideration during the FY 2016 Capital Improvement Program budget deliberations to provide \$289,110 in supplemental construction funds in the FY 2017 Courts Phase III capital project budget.

OR

2. I move an alternate motion.

ATTACHMENTS:

1. Evaluation of Edwards Ferry Road buildings per March 4, 2015 Board of Supervisors Motion
2. Solicitation for "Request For Interest To Move Any Or All Of The Four Buildings Located At 106, 108, 110, and 112 Edwards Ferry Road, Leesburg Virginia"
3. Addendum to "Request For Interest To Move Any Or All Of The Four Buildings Located At 106, 108, 110, and 112 Edwards Ferry Road, Leesburg Virginia"

Dewberry Architects Inc.

8401 Arlington Boulevard, Fairfax, VA 22031

March 25, 2015

Loudoun County Courthouse Expansion-Phase 3

Item 10: Evaluation of Edwards Ferry Road Buildings (Leesburg) per March 4, 2015 Board of Supervisors General Meeting

Develop a scenario including identification of issues/conflicts, time and cost to removing only 106 and 108 Edwards Ferry Road from the site, and retaining the oldest portions of the structures located at 110 and 112 Edwards Ferry Road.

Executive Summary

The Church Street Lot site of the new General District Courthouse Expansion Phase 3 lies within the Leesburg Old and Historic District. 4 Contributing structures sit on the site and compete with the construction of the new courthouse; 106, 108, 110 and 112 Edwards Ferry Road. The Site is just under two acres and will house a three story, 92,000 square foot building. This study reviews the Issues and costs related to demolition, relocation or retention of the one or more of these structures. A matrix included in this study summarizes the costs of each possible permutation.

Project Site within Leesburg Old and Historic District



Overall Site Plan



Church Street Lot is outlined in blue. Structures shown on site were extant at the time of the original courthouse campus expansion. Jail and House on Slack Lane have since been demolished along with outbuildings.

Project Context

The new General District Courthouse will act as the gateway to the Civic Core of the Town of Leesburg. A contemporary building, the Barrister Building exists across Edwards Ferry Road to the south and several historic structures across the diagonal intersection of Market, Edwards Ferry and Church Street.



Directly across from Church Street Site



Looking South across intersection



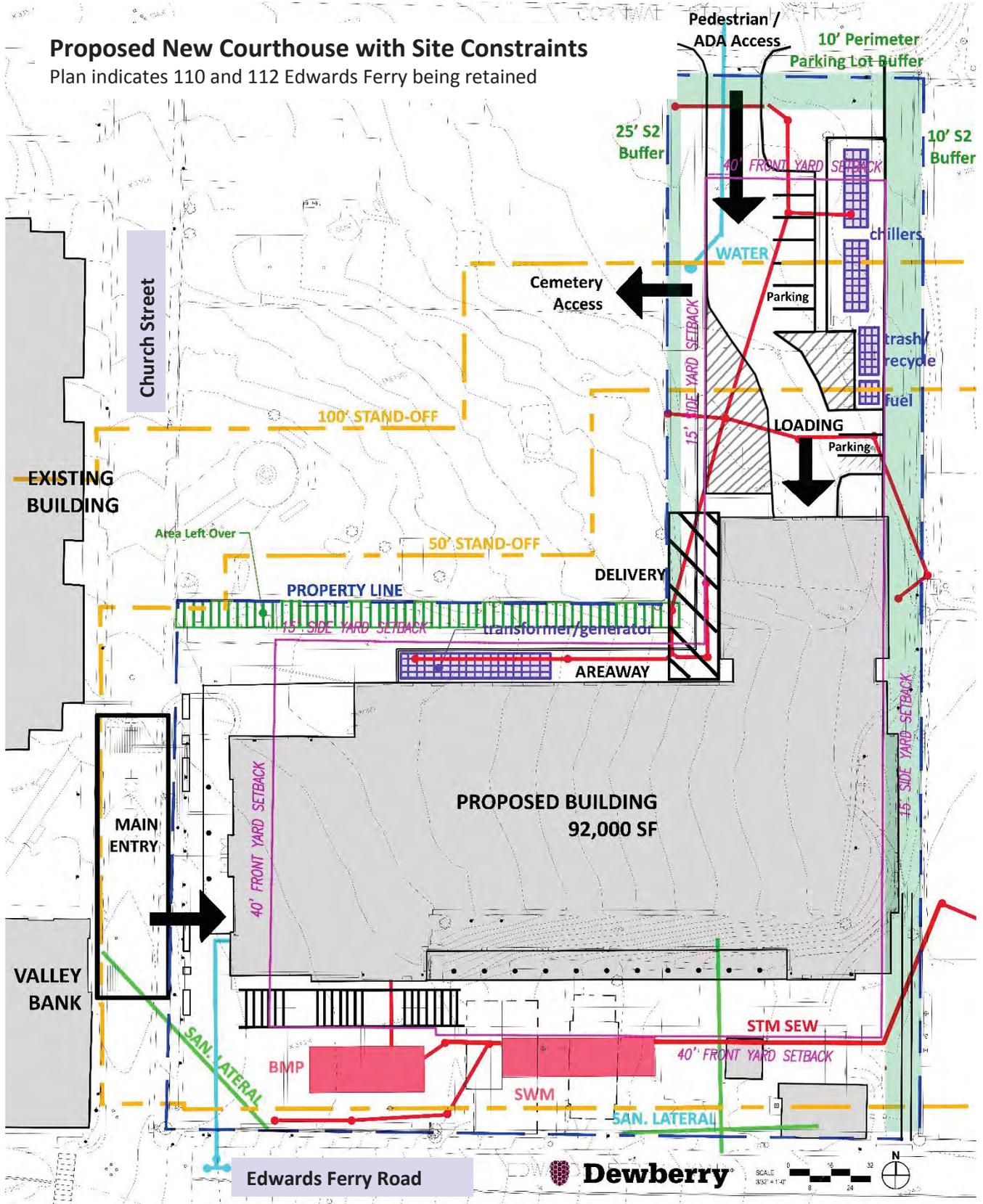
Gateway View West on Edwards Ferry Rd.



Gateway View West on E. Market Street

Proposed New Courthouse with Site Constraints

Plan indicates 110 and 112 Edwards Ferry being retained



Site plan above shows the structures to remain within the context of the other elements of the proposed design. 106, 108 to be removed are shown as a dotted outline. 110 and 112 are shown as a shaded object with later additions to be removed.

106 Edwards Ferry Road-1879-94

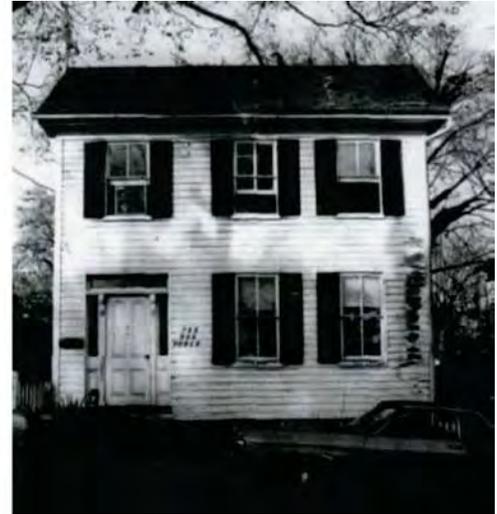
Building 106 is a two-story wood framed structure approximately 23 feet wide by 51 feet long. It is supported by a stone foundation wall at its two-story perimeter and the one-story portion is supported by a concrete slab-on-grade. There is no access to the crawl space under the building. The original structure was “el” shaped and a one-story wood framed addition built on a slab-on-grade making a rectangular footprint. The building appeared to be in good structural condition.



2014



2014



1975

Previous dwelling on lot had a deep setback from what was then called Market Street. Three outbuildings shown on early maps no longer exist.

Issues/Conflicts/Costs to remove 106 Edwards Ferry Road:

1. Issues of Structure/Site Itself

- a. Building is structurally sound to move.
- b. Selective demolition of one story addition recommended due to the slab-on-grade construction.
- c. Excavation required 3-4 feet around the perimeter of the building for installation of transport beams.
- d. Foundation sill rot and potential skirt/header rot is evident.
- e. Conflicts with the 40 foot front yard setback.
- f. Conflicts 50 foot Stand-Off distance.
- g. Conflicts with proposed storm water management vault.
- h. Conflicts with proposed sanitary sewer lateral.
- i. Constructability issues. Building the Courthouse with the building remaining.
- j. Building is a visual obstruction to the new Courthouse.

2. Relocation Issues

- a. City utility disconnects and abandonment including electrical, sewer, water, gas, and communications
- b. The buildings will need to be further separated for transport.
- c. Street overhead utilities-city power and communication lines will be required to be moved to allow the transport of the building.
- d. Street closures. Town of Leesburg streets would be required to be temporarily closed to allow for the transport of the building
- e. Move: See section 4 below for costs.

3. Stormwater Issues

- a. This structure sit within the stormwater retention vault on the south side of the new Courthouse as currently designed. We have explored numerous storm water solutions which the County is reviewing.
- b. Existing roof drainage will have to be considered in the design of a storm water management solution.

4. Security Issues

- a. The existing location of this house prevents clear line of site from the lobby areas of the courthouse to Edwards Ferry Road.
- b. Retention of the house on this location will require additional security cameras to replicate line of site.
- c. Retention of the house will require additional hardening of the structure and decreased window/daylighting for offices and interior spaces.

5. Time Frame

- a. Solicitation for a third party to acquire and move 106 Edwards Ferry Road
 - Investigation 1 Month
 - Preparation of solicitation documents 3 Months
 - Solicitation disseminated to the public 2 Months
 - Solicitation Closed
 - Award 2 Months
 - City Permits for Move In tandem with Award
 - Preparation of Receiving Site 6-12 Months
 - Move and set up on new site 2 Months
 - Project Closeout 2 Months
 - TOTAL 18-24 months**
- b. Demolition Plans and Specifications
 - Preparation of bid documents 1 Months
 - Bid documents Out-to-Bid 2 Months
 - Solicitation Closed and Apparent Low Bidder Qualified 2 Months
 - Award 2 Months
 - Demolition 2 Months
 - Site Restoration 1 Month
 - Project Closeout 2 Months
 - TOTAL 12 months**

6. Conceptual Costs

- a. **Relocation to Pennington Lot** **County Cost**
 - Utility Disconnects \$5,000
 - Demolition of one-story Addition \$15,000
 - Installation of Structural Support Beams \$10,000
 - Permits and Approvals \$20,000 (allowance)
 - Move to County Location \$60,000
 - Site Prep on new location \$75,000
 - Grading, removal of trees, excavation for foundation.
 - New Foundation \$15,000
 - Utility Connection at new site TBD
 - Electrical Only

New Ventilation System	\$5,000
No interior/exterior repair after move	
New Mechanical System	NA
Sub Total	\$205,000
15% Contingency	\$30,750
AE Fees (Architectural. & Civil)	\$36,340
Total	\$272,090*
*Based on no occupation after relocation	

b. Relocation to Third Party Lot	3rd Party Costs
Utility Disconnects	\$5,000
Selective demolition of one-story Addition	\$15,000
Installation of Structural Support Beams	\$10,000
Permits and Approvals	\$20,000 (allowance)
Move to Third Party Location	\$60,000 (Based on Pennington Lot)
Site Prep on new location	\$75,000
Grading, removal of trees, excavation for foundation.	
New Foundation	\$15,000
Repair/Replace sill and damaged wood	\$8,000
Repair/Replace damaged Interiors	\$20,000
Utility Connection at new site	\$50,000
New Mechanical System	\$15,000
Sub Total	\$293,000
15% Contingency	\$43,950
AE Fees (Architectural & Civil)	\$36,340
Total	\$373,290*
*Number will vary depending upon restoration by new owner.	

c. Demolition	
Demolition of 106 Edwards Ferry Road	\$50,000 (In current budget)
Design Fees for recordation prior to demolition	\$7,194 (In current budget)

In the February 2, 2015 Buildings Evaluation Summary it was assumed that all buildings would be moved. With 110 and 112 remaining, it will be much more difficult to move this property since it cannot move back onto the Church Street Lot itself, across Semones and over to Pennington/Rotary Park. It will now have to move down Edwards Ferry, down Harrison and will involve the removal of overhead lines along this route.

Estimated Cost of Overhead Utility Relocation during structure move: TBD

108 Edwards Ferry Road-1873 (recent evidence suggests this house may date to 1930's)

Building 108 is a two-story wood framed structure with a one story portion at the rear. The overall footprint is approximately 16.5 feet wide by 40 feet long. The structure is supported by an 8" wide concrete foundation wall, with the wood framing very close to grade or partially buried in places. Access to the crawl space was not available, but it is likely that there could be some deterioration of the wood sills and possibly the ground floor framing where it bears on the exterior sills. The structure appeared to be in good shape where visible, although the only exposed framing was viewed in the attic.



2014



2014



1975

Postcard photo exists that shows 108 structure on street edge. Early maps show 108 up against street edge. It appears to have been demolished or moved after 1930.

Issues/Conflicts/Costs to remove 108 Edwards Ferry Road:

1. Issues of Structure/Site Itself

- a. Building is structurally sound to move.
- b. Selective demolition of one-story addition recommended due to the slab-on-grade construction.
- c. Excavation required 3-4 feet around the perimeter of the building for installation of transport beams.
- d. Foundation sill rot and potential skirt/header rot is probable.
- e. Conflicts with the 40 foot front yard setback.
- f. Conflicts 50 foot Stand-Off distance.
- g. Conflicts with proposed storm water management vault.
- h. Conflicts with proposed sanitary sewer lateral.
- i. Constructability issues. Building the Courthouse with the building remaining.
- j. Building is a visual obstruction to the new Courthouse.

2. Relocation Issues

- a. City utility disconnects and abandonment including electrical, sewer, water, gas, and communications.
- b. Street overhead utilities-city power and communication lines will be required to be moved to allow the transport of the building.
- c. Street closures. Town of Leesburg streets would be required to be temporarily closed to allow for the transport of the building
- d. Move: See Section 4 below for Costs.

3. Stormwater Issues

- a. This structure sit within the stormwater retention vault on the south side of the new Courthouse as currently designed. We have explored numerous storm water solutions which the County is reviewing.
- b. Existing roof drainage will have to be considered in the design of a storm water management solution.

4. Security Issues

- a. The existing location of this house prevents clear line of site from the lobby areas of the courthouse to Edwards Ferry Road.
- b. Retention of the house on this location will require additional security cameras to replicate line of site.
- c. Retention of the house will require additional hardening of the structure and decreased window/daylighting for offices and interior spaces.

5. Time Frame

a. Solicitation for a third party to acquire and move 108 Edwards Ferry Road	
Investigation	1 Month
Preparation of solicitation documents	3 Months
Solicitation disseminated to the public	2 Months
Solicitation Closed	
Award	2 Months
City Permits for Move	In tandem with Award
Preparation of Receiving Site	6-12 Months
Move and set up on new site	2 Months
Project Closeout	2 Months
TOTAL	18-24 months
b. Demolition Plans and Specifications	
Preparation of bid documents	1 Months
Bid documents Out-to-Bid	2 Months
Solicitation Closed and Apparent Low Bidder Qualified	2 Months
Award	2 Months
Demolition	2 Months
Site Restoration	1 Month
Project Closeout	2 Months
TOTAL	12 months

6. Conceptual Costs

a. Relocation to Pennington Lot	County Cost
Utility Disconnects	\$5,000
Selective demolition of One Story Addition	\$15,000
Installation of Structural Support Beams	\$10,000
Permits and Approvals	\$20,000 (allowance)
Move to County Location	\$70,000
Site Prep on new location	\$75,000
Grading, removal of trees, excavation for foundation.	
New Foundation	\$15,000
Utility Connection at new site	TBD
Electrical Only	

New Ventilation System	\$5,000
No interior/exterior repair after move	
New Mechanical System	NA
Sub Total	\$215,000
15% Contingency	\$32,250
AE Fees (Architectural & Civil)	\$36,340
Total	\$285,590*
*Based upon no occupation after relocation.	

b. Relocation to Third Party Lot	3rd Party Costs
Utility Disconnects	\$5,000
Selective demolition of One Story Addition	\$15,000
Installation of Structural Support Beams	\$10,000
Permits and Approvals	\$20,000 (allowance)
Move to Third Party Location	\$70,000
Site Prep on new location	\$75,000
Grading, removal of trees, excavation for foundation.	
New Foundation	\$15,000
Repair/Replace sill and damaged wood	\$8,000
Repair/Replace damaged Interiors	\$20,000
Utility Connection at new site	\$50,000
New Mechanical System	\$15,000
Sub Total	\$303,000
15% Contingency	\$45,450
AE Fees (Architectural & Civil)	\$36,340
Total	\$384,790*
*Number will vary depending upon extent of restoration by new owner.	

c. Demolition	
Demolition of 106 Edwards Ferry Road	\$50,000 (In current budget)
Design Fees for recordation prior to demolition	\$7,194 (In current budget)

With 110 and 112 remaining, it will be much more difficult (and costly) to move this property since it cannot move back onto the Church Street Lot itself, across Semones and over to Pennington/Rotary Park. It will now have to move down Edwards Ferry, down Harrison and will involve the removal of overhead lines along this route. Additional care will also have to be exercised in the demolition since the structure adjacent (110) is to remain.

Estimated Cost of Overhead Utility Relocation during structure move: TBD

Issues/Conflicts/Costs to remove 110 Edwards Ferry Road:

1. Issues of Structure/Site Itself

- a. Original Building and later additions are structurally sound to move. Back portion shows considerable settlement.
- b. Selective demolition of the 1907 addition would require that the original 1850 building be temporarily braced until the later additions have been completely removed. It should be noted that this house has had many alterations and additions over the years. It will be difficult to remove the later additions as the floor plans have been extensively altered which may have eliminated once exterior load bearing walls.
- c. Excavation required 3-4 feet around the perimeter of the building for installation of transport beams.
- d. Foundation sill rot and potential skirt/header rot is visible. Areas of existing siding go below grade.
- e. Site grade needs to be adjusted to lower grade around the original 1850's building.
- f. Parts of the existing roofing are rusted and the underlying structure should be examined for damage to wood framing.
- g. This structure will no longer have bathrooms or access to the upper level and will require access for fire protection to this level.
- h. This structure will no longer have a front door or access to the interior.
- i. Proper ventilation and termite protection should be installed.
- j. Motion and smoke detectors, hardwired to the security system, should be provided.
- k. Conflicts with the 40 foot front yard setback.
- l. Conflicts 50 foot Stand-Off distance.
- m. Conflicts with proposed storm water management vault.
- n. Conflicts with proposed sanitary sewer lateral.
- o. Will require ballistic hardening of the courthouse façade.
- p. Constructability issues. Building the Courthouse with the building remaining.
- q. Building is a visual obstruction.

2. Stormwater Issues

- a. The Stormwater solution has no impact on thi structure. We have explored numerous other storm water solutions which the County is reviewing.
- b. Existing roof drainage will have to be considered in the design of a storm water management solution.

3. Security Issues

- a. The existing location of this house prevents clear line of site from the lobby areas of the courthouse to Edwards Ferry Road.
- b. Retention of the house on this location will require additional security cameras to replicate line of site.
- c. Retention of the house will require additional hardening of the structure and decreased window/daylighting for offices and interior spaces.

4. Time Frame

- a. Solicitation for a third party to acquire and move 106 Edwards Ferry Road

Investigation	1 Month
Preparation of solicitation documents	3 Months
Solicitation disseminated to the public	2 Months
Solicitation Closed	
Award	2 Months
City Permits for Move	In tandem with Award
Preparation of Receiving Site	6-12 Months

Move and set up on new site	2 Months
Project Closeout	2 Months
TOTAL	18-24 months
b. Demolition Plans and Specifications	
Preparation of bid documents	3 Months
Bid documents Out-to-Bid	2 Months
Solicitation Closed and Apparent Low Bidder Qualified	2 Months
Award	2 Months
Restoration	6 Months
Site Restoration	1 Month
Project Closeout	2 Months
TOTAL	18 months

5. Conceptual Costs

a. Relocation to Pennington Lot	County Cost
Utility Disconnects	\$5,000
Selective demolition of two-story additions	\$15,000
Installation of Structural Support Beams	\$10,000
Permits and Approvals	\$20,000 (allowance)
Move to County Location	\$70,000
Site Prep on new location	\$75,000
Grading, removal of trees, excavation for foundation.	
New Foundation	\$15,000
Utility Connection at new site	TBD
Electrical only	
New Ventilation System	\$5,000
No interior/exterior repair after move	
New Mechanical System	NA
Sub Total	\$215,000
15% Contingency	\$32,250
AE Fees (Architectural & Mechanical)	\$36,340
Total	\$283,590*
*Based upon no occupation after relocation.	

b. Relocation to Third Party Lot	3rd Party Costs
Utility Disconnects	\$5,000
Selective demolition of two-story additions	\$15,000
Installation of Structural Support Beams	\$10,000
Permits and Approvals	\$20,000 (allowance)
Move to Third Party Location	\$70,000
Site Prep on new location	\$75,000
Grading, removal of trees, excavation for foundation.	
New Foundation	\$15,000
Repair/Replace sill and damaged wood	\$8,000
Repair/Replace damaged Interiors	\$20,000
Utility Connection at new site	\$50,000

New Mechanical System	\$15,000
Sub Total	\$303,000
15% Contingency	\$45,450
AE Fees (Architectural & Civil)	\$36,340
Total	\$384,790*

***Number will vary depending upon extent of restoration by new owner**

c. Demolition

Demolition of 106 Edwards Ferry Road	\$50,000 (In current budget)
Design Fees for recordation prior to demolition	\$7,194 (In current budget)

d. Selective Demo and Retention on Site

	County Costs
Utility Disconnect and Shut Down	\$5,000
Selective demolition of two-story additions	\$15,000
Excavation on Existing Site for floor repairs	\$2,000
Permits and Approvals	\$20,000 (allowance)
Repair/Replace sill and damaged wood	\$8,000
New Ventilation System	\$5,000
Structural Support work in order to selectively demolish	\$4,000
Reroofing @ \$25/SF	\$5,000
Gutters and Downspouts adjusted	\$1,800
Repaint/Replace rotted exterior wood	\$1,200
New Exterior walls and Siding	\$6,000
Alarms and detectors hardwired to new Courthouse	\$7,500
Sub Total	\$80,500
15% Contingency	\$12,075
AE Fees (Architectural & Civil)	\$36,340
Total	\$128,915*

***Based on no occupancy after demo and retention on site.**

A&E Fees-documentation of house portions to be demolished \$7,193.00 (already in fee)



Deterioration of Existing Roof to East

Siding Below Grade

Telecom Wire Connection between 110 and 112

112 Edwards Ferry Road-1820

Building 112 is a two-story L shaped brick and wood framed structure. The front portion of the house is approximately 32 feet wide by 18 feet deep with brick at the lowest level and a wood framed second story and roof. The 32'x15' two-story rear wing is entirely wood framed and, like the other structures, has little to no clearance between grade and the wood framing bearing on the foundation. There would likely be some structural repair necessary at these locations. The remainder of the structure appeared to be in good condition. Excavation would be required to install supporting structural elements under the existing framing to execute a possible move.



2014

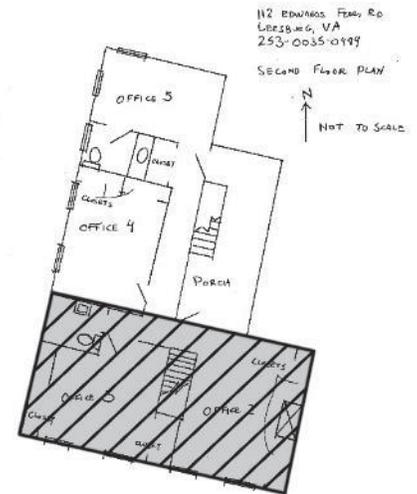
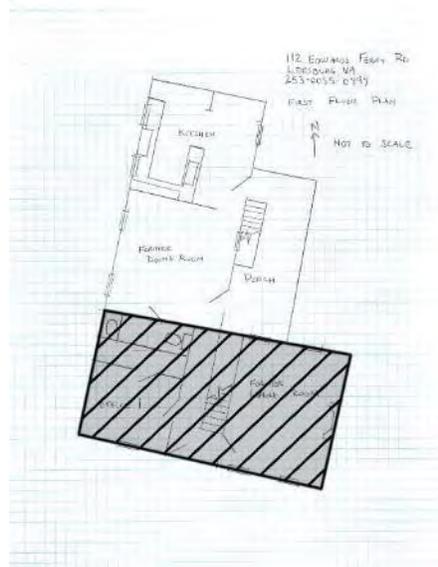
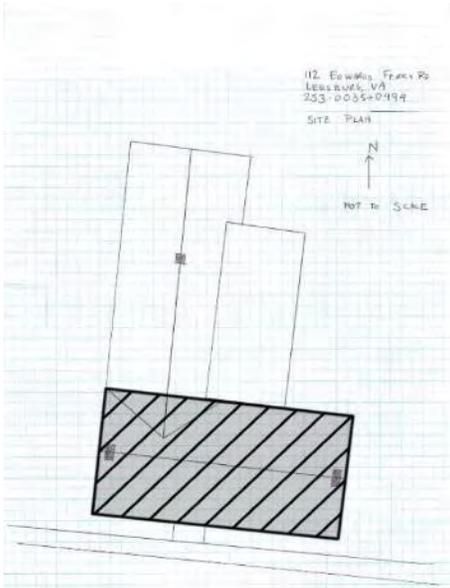


2014



1975

House to Remain: For 112 to remain on the site the large rectangular addition to the west and rear will have to be removed as it is too close to the new General District Courthouse. The exterior porch and stair would also have to be removed.



710 SF x 2 Floors = 1420 SF Total

Issues/Conflicts/Costs to remove 112 Edwards Ferry Road:

1. Issues of Structure/Site Itself

- a. Original Building would be difficult to move due to the condition of the brick and its overall size.
- b. Selective demolition of the later addition would require that the original 1820 building be temporarily braced until the later additions have been completely removed. Exterior walls inside later additions appear to be remaining.
- c. Excavation required 3-4 feet around the perimeter of the building for installation of transport beams. This includes the temporary removal of the sidewalk in front of this structure.
- d. Foundation sill rot and potential skirt/header rot is visible.
- e. Site grade needs to be adjusted to lower grade around the original 1820's building.
- f. Parts of the existing roofing will have to be replaced due to intersection of additions being removed.
- g. Proper ventilation and termite protection should be installed.
- h. Motion and smoke detectors, hardwired to the security system, should be provided.
- i. Conflicts with the 40 foot front yard setback.
- j. Conflicts 50 foot Stand-Off distance.
- k. Conflicts with proposed storm water sewer.
- l. Constructability issues. Building the Courthouse with the building remaining.

2. Stormwater Issues

- a. The Stormwater solution has no impact on thi structure. We have explored numerous other storm water solutions which the County is reviewing.
- b. Existing roof drainage will have to be considered in the design of a storm water management solution.

3. Security Issues

- a. The existing location of this house minimizes clear line of site from the lobby areas of the courthouse to Edwards Ferry Road.
- b. Retention of the house on this location will require additional security cameras to replicate line of site.
- c. Retention of the house will require additional hardening of the structure and decreased window/daylighting for offices and interior spaces.

4. Time Frame

- a. Solicitation for a third party to acquire and move 112 Edwards Ferry Road

Investigation	1 Month
Preparation of solicitation documents	3 Months
Solicitation disseminated to the public	2 Months
Solicitation Closed	
Award	2 Months
City Permits for Move	In tandem with Award
Preparation of Receiving Site	6-12 Months
Move and set up on new site	2 Months
Project Closeout	2 Months
TOTAL	18-24 months
- b. Demolition Plans and Specifications

Preparation of bid documents	3 Months
Bid documents Out-to-Bid	2 Months
Solicitation Closed and Apparent Low Bidder Qualified	2 Months
Award	2 Months

Restoration	6 Months
Site Restoration	1 Month
Project Closeout	2 Months
TOTAL	18 months

5. Conceptual Costs

a. Selective Demo and Retention on Site	County Costs
Utility Disconnect and Shut Down (kitchen)	\$3,000
Selective demolition of two-story additions	\$15,000
Excavation on Existing Site for floor repairs	\$2,000
Permits and Approvals	\$20,000 (allowance)
Repair/Replace sill and damaged wood	\$8,000
New Ventilation System	\$5,000
Structural Support work in order to selectively demolish	\$4,000
Reroofing @ \$25/SF	\$8,000
Gutters and downspout adjustments	\$1,200
Repoint Brick	\$25,000
Gutters and Downspouts adjusted	\$1,800
Repaint/Replace rotted exterior wood	\$1,200
New Exterior walls and Siding	\$6,000
Alarms and detectors hardwired to new Courthouse	\$7,500
Sub Total	\$107,700
15% Contingency	\$16,155
AE Fees (Architectural & Civil)	\$36,340
Total	\$160,195*
*Based on no occupancy after demo and retention on site.	

A&E Fees-documentation of house portions to be demolished \$7,193.00 (already in fee)

General Cost Notes for all options:

- Structural information provided by Ellinwood and Macado structural engineers, who investigated the structures.
- Movability information provided by Expert Construction Company, structure movers, who investigated the structures for possible moving.
- Costing information provided by several sources and is a conceptual estimate based upon current knowledge. Further investigation will be necessary and a final location identified to prepare more detailed costing.
- Exact condition that the structures are taken to after move can greatly impact finish costs.
- Extent of relocation of overhead utilities will depend upon final location.
- All options in this study exclude an new land purchase costs.

Conceptual Images with Edwards Ferry Road Houses in place:



Perspective looking East towards intersection of Edwards Ferry Rd and E Market St with four houses



South Elevation of Edwards Ferry Rd with four houses



Perspective looking West down Edwards Ferry Rd with four house

Conceptual Images with the oldest portions of 110 and 112 Edwards Ferry Road retained:



Perspective looking East towards intersection of Edwards Ferry Rd and E Market St with original portion of 110 and 112



Perspective looking West down Edwards Ferry Rd with original portion of 110 and 112



Plan of original portion of 110 and 112

Cost Summary

Loudoun County Courthouse Expansion Phase 3				3.20.2015	
Analysis	106	108	110	112	
Demoliton Cost(including AE fee) Currently in Project Budget	\$ 57,194	\$ 57,194	\$ 57,194	\$ 57,194	
Relocation Pennington Lot	\$ 272,090	\$ 285,590	\$283,590	NA	
Relocation 3rd Party Lot	\$373,290	\$384,790	\$384,790	NA	
Retention on Site	NA	NA	\$128,915	\$160,195	
Schedule					
Move	18-24 mo	18-24 mo	18-14 mo	NA	
Demo	12 mo	12 mo	12 mo	12 mo.	
Retain	NA	NA			



Loudoun County, Virginia

REQUEST FOR INTEREST

RELOCATION OF BUILDINGS ON EDWARDS FERRY ROAD IN LEESBURG VIRGINIA

ACCEPTANCE DATE: May 1, 2015 prior to 5:00 p.m. Atomic Time

RFI NUMBER: C-2139

ACCEPTANCE PLACE: Department of Management and Financial Services
Division of Procurement
1 Harrison Street, SE, 4th Floor
Leesburg, Virginia 20175

Interested parties are invited to visit and or inspect the buildings during a Pre-Proposal Conference to be held at 106 Edwards Ferry Road, Leesburg, Virginia, 20175, on April 17, 2015, at 1:00 p.m. for clarification of any questions. ***This will be the only opportunity to inspect the interior of the buildings.***

Requests for information related to this Proposal should be directed to:

Christopher Bresley, CPPB
Contracting Officer
(703) 777-0394
E-mail address: Christopher.Bresley@loudoun.gov
This document can be downloaded from our web site:
www.loudoun.gov/procurement

Issue Date: April 2, 2015

IF YOU NEED ANY REASONABLE ACCOMMODATION FOR ANY TYPE OF
DISABILITY IN ORDER TO PARTICIPATE IN THIS RFI, PLEASE CONTACT THIS
DIVISION AS SOON AS POSSIBLE

REQUEST FOR INTEREST

RELOCATION OF BUILDINGS ON EDWARDS FERRY ROAD IN
LEESBURG VIRGINIA

<u>SECTION/TITLE</u>	<u>PAGE</u>
1.0 PURPOSE.....	3
2.0 RESPONSE REQUIREMENTS AND LIMITATIONS	6
3.0 INSTRUCTIONS FOR SUBMITTING AN RFI RESPONSE	7
4.0 SIGNATURE PAGE.....	9

Attachments:

- Attachment 1: Site Map 1**
- Attachment 2: Site Map 2**
- Attachment 3: Building Information Sheets**

Authorized By: _____ s/Christopher Bresley, CPPB Date: April 2, 2015
Contracting Officer

REQUEST FOR INTEREST

RELOCATION OF BUILDINGS ON EDWARDS FERRY ROAD IN LEESBURG VIRGINIA

1.0 Purpose

The intent of this Request for Interest (RFI) is to solicit interest from any interested party to relocate, at the interested parties' expense, any or all four Edwards Ferry Road buildings located at 106, 108, 110 and 112 Edwards Ferry Road in Leesburg, Virginia. These buildings are Loudoun County (County) owned structures located currently with the Town of Leesburg Old and Historic District.

1.1 The primary requirements for consideration are as follows:

- Accept any or all buildings "as is". There are no warranties regarding these buildings, expressed or implied.
- Disconnect all utilities to any or all of the buildings at the interested parties cost.
- Move or relocate any or all of the buildings at interested parties cost.
- Move or relocate any or all of the buildings to a location or property off of County owned lands.
- Provide information as to the location the structures will be moved to.
- Move any or all of the buildings prior December 30, 2016.
- The County will not incur any liability or costs associated with the relocation of any of the buildings.
- Interested party is responsible for and will have to obtain all necessary permits and approvals to relocate the buildings.

2.0 Response Requirements and Limitations

2.1 Interested Parties shall submit the following response items:

- Written interest in the 106 Edwards Ferry Road, and/or 108 Edwards Ferry Road, and/or 110 Edwards Ferry Road, and/or 112 Edwards Ferry Road buildings
- Provide the potential future location of the buildings.

- Confirm that all costs to relocate the buildings are the responsibility of the interested party.
- 2.2 This is an RFI only. A response to this RFI does not constitute an agreement, contract or obligation by the County with the interested parties' related to the relocation of the buildings located on Edwards Ferry Road. Should the County receive any responses to this RFI, the County may, at its sole discretion, publically advertise a Request for Proposal for the actual relocation of these buildings.

3.0 Instructions for Submitting an RFI Response

3.1 Preparation and Submission of RFI Responses

- A. Before submitting an expression of interest, please read the ENTIRE document.
- B. All expressions of interest shall contain the signature page contained in this RFI. The signature page shall be signed in ink by the individual or authorized principals of the firm.
- C. Expressions of interest must be received by the Division of Procurement prior to 5:00 p.m., local Atomic time on date identified on the cover of the RFI. An atomic clock is located in the Division of Procurement and can also be verified by visiting <http://www.time.gov/timezone.cgi?Eastern/d/-5/java>. Requests for extensions of this time and date will not be granted, unless deemed to be in the County's best interest. Interested parties mailing their expressions of interest shall allow for sufficient mail time to ensure receipt of their proposals by the Division of Procurement by the time and date fixed for acceptance.
- D. Expressions of interest may be submitted via one of the following options: US Mail to PO Box 7000, Leesburg, Virginia 20177-7000; or hand delivered; private carrier (UPS/FedEx) to the Division of Procurement, 1 Harrison Street, S.E., 4th Floor, Leesburg, Virginia 20175; by faxed or e-mail. (Please note: Bidders choosing to submit via US Mail should allow at least an additional twenty-four (24) hours in the delivery process for internal County mailroom distribution.)
- E. Interested parties shall submit one (1) original and three (3) copies of their expressions of interest, to the County's Division of Procurement as indicated in D.

3.2 Questions and Inquiries

Questions and inquiries will be accepted from any and all interested parties. The Division of Procurement is the sole point of contact for this

Request for Interest. Inquiries pertaining to the RFI shall be directed to the Contracting Officer.

3.3 Inspection of Site

It is strongly recommended that all interested parties visit and or inspect the buildings. A conference will be held at 106 Edwards Ferry Road, Leesburg, Virginia, 20175, on April 17, 2015, at 1:00 p.m. for clarification of any questions and to inspect the buildings. This will be the only opportunity inspect the interior of the buildings.

3.3 Miscellaneous Requirements

The County will not be responsible for any expenses incurred by an interested party in preparing a response to this RFI. All expressions of interest shall provide a straight-forward, concise delineation of the interested parties' capabilities to satisfy the requirements of this request. Emphasis should be on completeness and clarity of content.



Loudoun County, Virginia

Division of Procurement
1 Harrison Street, 4th Floor
Leesburg, Virginia 20175

**4.0 SIGNATURE PAGE
REQUEST FOR INTEREST
RELOCATION OF BUILDINGS ON EDWARDS FERRY ROAD IN LEESBURG
VIRGINIA**

THE FIRM OF: _____

Address: _____

In compliance with this Request for Interest, the undersigned offers their response as contained herein.

Person to contact regarding this RFI: _____

Title: _____ Phone: _____ Fax: _____

E-mail _____

Signature: _____ Date: _____



Site Map 1



Site Map 2

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 Hist
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.

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.

Property Notes:

No Data

Project Bibliographic Information:

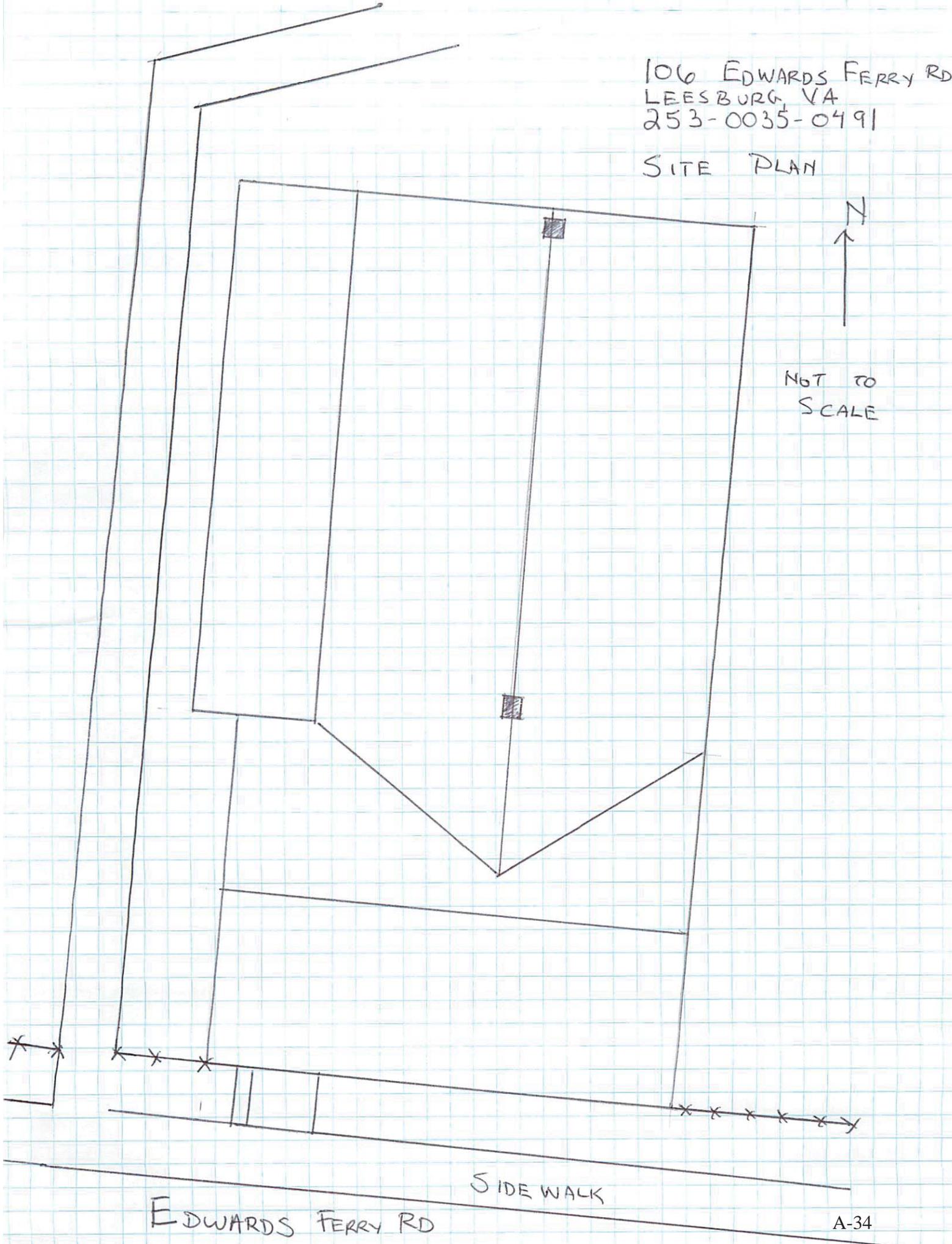
No Data

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

SITE PLAN



NOT TO
SCALE

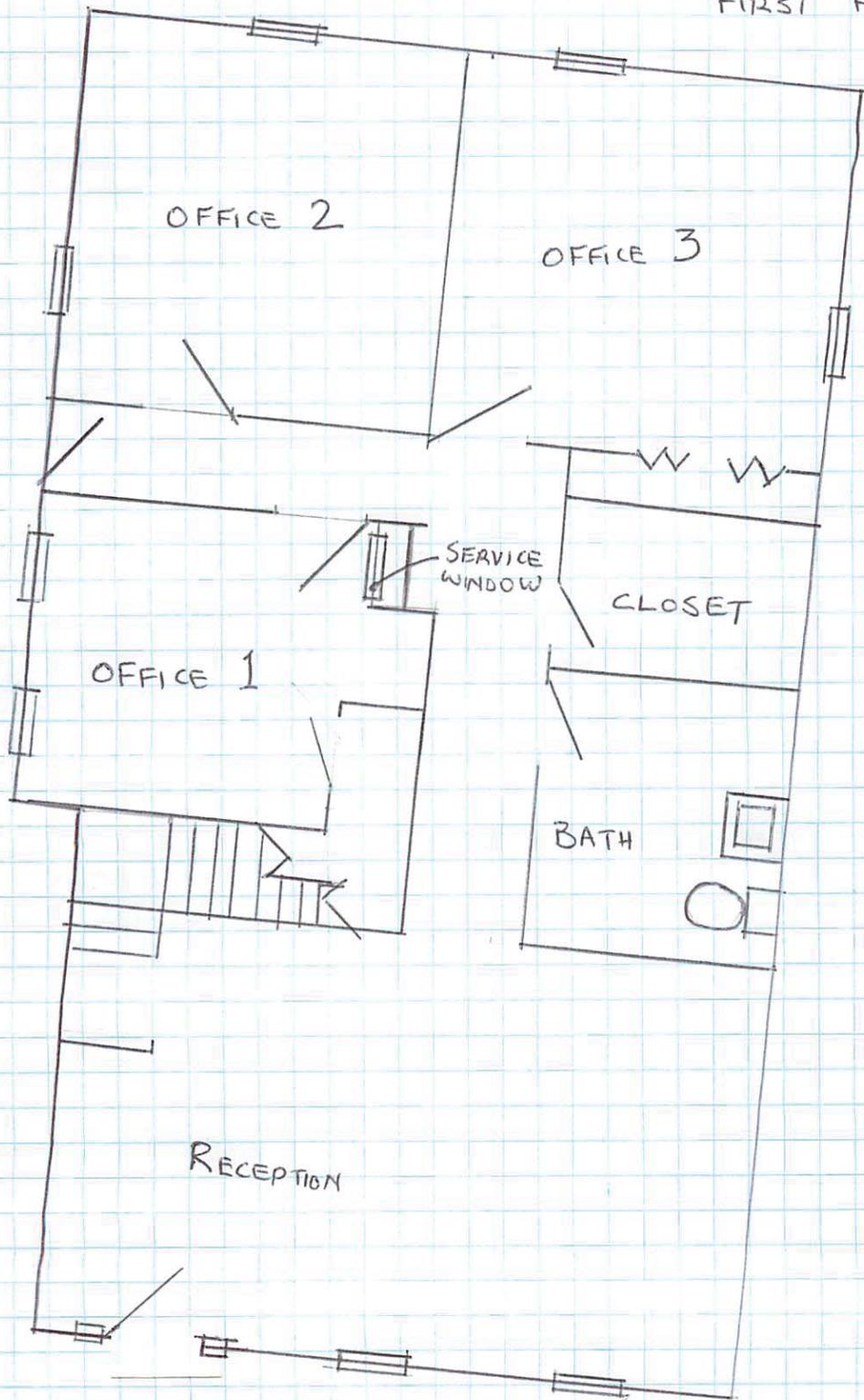


EDWARDS FERRY RD

SIDE WALK

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

FIRST FLOOR PLAN



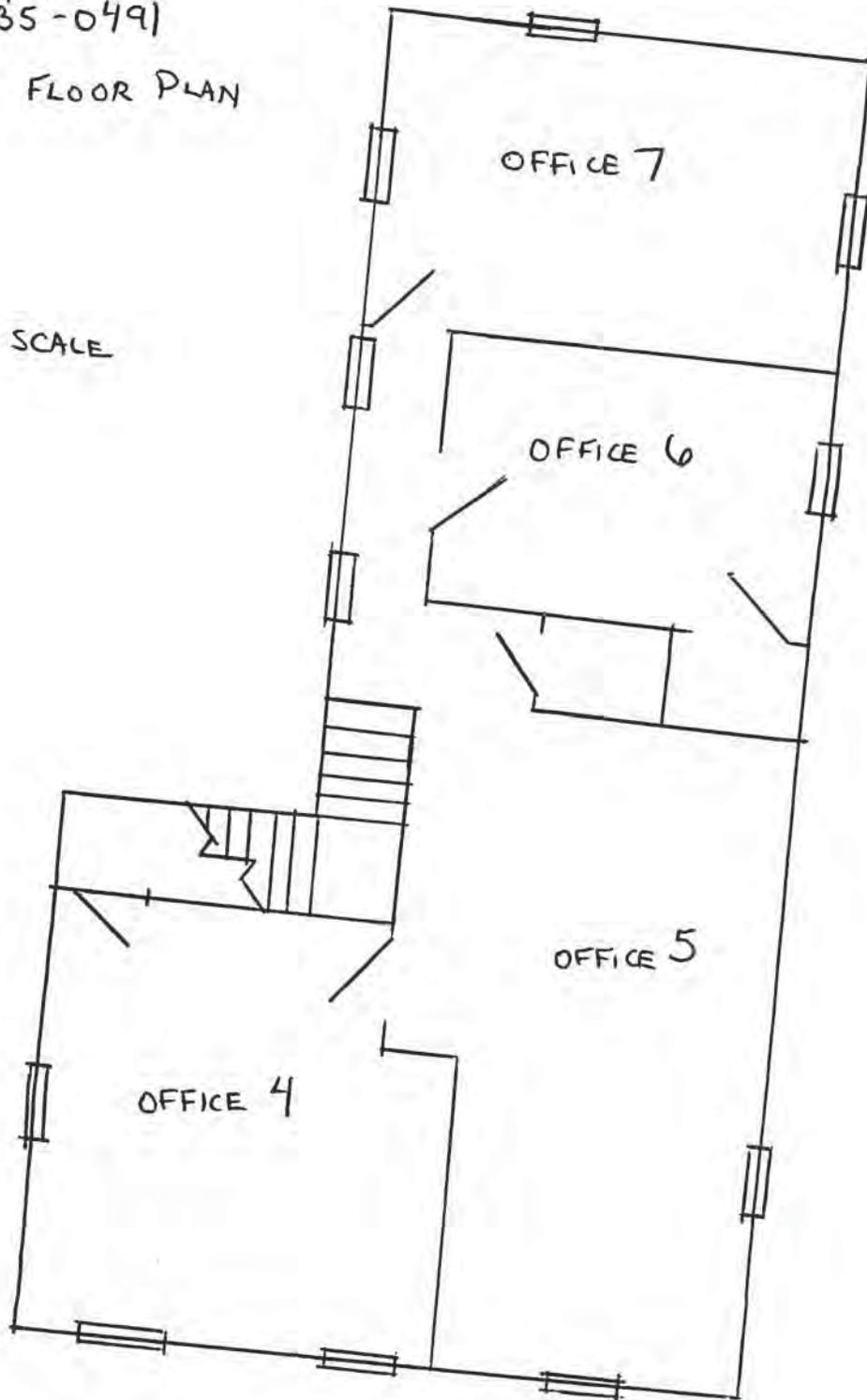
N
↑
NOT TO SCALE

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

SECOND FLOOR PLAN



NOT TO SCALE





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)



106 Edwards Ferry Road (253-0035-0491), entry detail, view to north. (0181)



106 Edwards Ferry Road (253-0035-0491), northwest corner, view to southeast. (0168)



106 Edwards Ferry Road (253-0035-0491), northeast corner, view to southwest. (0172)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, reception area, view to southwest. (1478)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, reception area and main entrance. Stair to second floor on right (1481).



106 Edwards Ferry Road (253-0035-0491), interior, first floor, hallway, bath through open door on right, view to north (1490)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, bathroom, view to southwest (1493)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, office 1, looking to side hallway, view to northwest. (1510)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, view of side hallway, side entrance, and office 2, view to northwest. (1515)



106 Edwards Ferry Road (253-0035-0491), interior, first floor, view of office 2 towards service window in office 1 and hallway, view to southwest. (1530)



106 Edwards Ferry Road (253-0035-0491), interior, stairway, view from second floor looking downstairs (1541)



106 Edwards Ferry Road (253-0035-0491), interior, second floor, hallway looking to office 7, view to north. (1542)



106 Edwards Ferry Road (253-0035-0491), interior, second floor, office 6, door to hallway on left, view to south. (1546)



106 Edwards Ferry Road (253-0035-0491), interior, second floor, office 7 looking down hallway, view to south. (1554)



106 Edwards Ferry Road (253-0035-0491), interior, second floor, office 5 with door to office 4 on right, view to southwest (1583).



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

Property Information

Property Names

Name Explanation	Name
Function/Location	House, 108 Edwards Ferry Road
Historic	House, 34 Edwards Ferry Road

Property Addresses

Current - 108 Edwards Ferry Road
Former - 34 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-31-3

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 lot is bordered by a picket fence. The house backs up to parking lots.

March 2014: This building stands along the northern side of Edwards Ferry Road in the Town of Leesburg. It has a narrow setback from the street, which slopes gently down to the east in front of the house. To the east and west are other former dwellings. North of the house the ground slopes steeply up to a parking lot. A wooden picket fence extends along the sidewalk in front 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. The street 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 developed, with the large Dodona Manor property dominating the east end of this street. This house at 108 Edwards Ferry Road appears on the 1878 Gray's Map of Leesburg as owned by D. Connard. It also appears on later Sanborn Maps of Leesburg. This Vernacular building contributes to the architectural and historic character of the district in its scale, design, style and building materials.

March 2014: The 1854 Yardley Taylor Map of Loudoun County does not show a building at this location. The earliest map evidence for this building is Gray's map of Leesburg from 1878. This map shows a rectangular plan building along the road to Edwards Ferry (Gray 1878). This map also denotes "D. Connard" as the property owner. This is presumed to be David Conrad who purchased the property in July 1873 from Thomas Edwards (Loudoun County Deed Book [LCDB] 6E:448). The parcel encompassing 108 Edwards Ferry Road was split off from a one-half acre lot to the west (currently 106 Edwards Ferry Road) by Thomas Edwards who had purchased the larger lot in June 1873 (LCDB 6E:448). It appears that this parcel was split off from the larger lot to the west and adjoining the County Jail lot at the corner of Market and Church Streets. It is assumed that the present house at 108 Edwards Ferry Road was built soon before or after this subdivision in 1873.

In August 1875 Thomas Edwards sold the lot with a house to Olivia Jane Smale for \$400 (LCDB 6H:46). Ms. Small owned the property until September 1900 when she sold the property to R.H. Lynn for \$267.50 (LCDB 7X:445). The 1880 Federal Population Census lists Olivia Smale as a 40-year-old widowed grocery dealer in Leesburg. She is listed as living with her two young daughters. Her census entry does not provide a street for her residence, but none of the nearby entries are for those who were living in adjacent or nearby properties, so she likely was living elsewhere in Leesburg rather than at 108 Edwards Ferry Road. The 1900 Federal Population

Census record for Olivia Smale shows her living on King Street in Leesburg with her daughter and son-in-law.

R. H. Lynn quickly sold the property to Sarah Elizabeth Slack later in August 1900 for \$285 (LCDB 7S:494). Sarah Slack was the daughter of Fenelon Slack and later married James Dawson. In her will, filed in 1931, it lists the property at 108 Edwards Ferry Road as then occupied by Jonah Helm. At the time of writing her will, Sarah and James Dawson were living at 110 Edwards Ferry Road (Loudoun County Will Book 3X:6). No census record was found for a Jonah Helm living in Leesburg in the 1920 or 1930 census.

In her will, Sarah Dawson left a life estate for the property at 106 Edwards Ferry Road to her husband, James Dawson. After his death the property was to pass to her niece and nephew, Mary Louise Hutchinson and Lloyd Slack (Loudoun County Will Book 3X:6). Lloyd Slack had no heirs, so after his death the property passed to his sister, Mary Louise Hutchinson's children: Richard Hutchinson Jr. and Betty Lloyd Boland. Loudoun County purchased the property, along with other adjacent parcels owned by these Slack heirs, in 1980 (LCDB 762:734 and 773:100).

Late nineteenth and early twentieth century Sanborn maps show more detail about the buildings on this property. The 1899 Sanborn map shows a dwelling abutting Market Street (now Edwards Ferry Road) with a one-story tall, frame, square-plan section and a one-story tall rear wing. This is the same building configuration shown on the 1903 and 1907 Sanborn maps. None of these maps show outbuildings associated with this property. The 1912 Sanborn map shows a one-and-one-half story tall, L-plan dwelling in the same location as the earlier dwelling. This could show that a second floor was added to the original building. The same building configuration is shown on the 1930 Sanborn map. The current one-story tall rear addition is not shown on the 1937 Sanborn map and it is unknown when this was added to the building.

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:	1873Ca
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:	Demolition, None Known

Architectural Description:

December 1998: This 2-story, 2-bay, frame Vernacular house has a gable-end facade with cornice returns. The 1-story, 2-bay front porch has turned posts with a plain balustrade, sawn brackets and a hipped roof. There is a 1-story, 1-bay ell with a shed roof on the rear.

This former residence is now used as offices by the county government.

March 2014:

Exterior: This two-story frame building stands on a parged foundation. The building measures two bays wide and two bays deep with a one-story tall, shed roof rear addition. The front gabled roof is covered with standing seam metal and features partial cornice returns. The exterior is clad with weatherboard. A full-width, hipped roof porch is on the façade. This porch features turned posts, scroll-sawn brackets, and a matchstick railing. The main entry is a six-panel wooden door. The windows are two-over-two, double-hung aluminum replacement sash with simple board trim. An interior, brick, corbelled-cap chimney rises through the ridge near the center of the roof.

Interior:

First floor: This building was originally built as a dwelling. The floor plan has been somewhat modified to accommodate its present use by Loudoun County as off-site storage. The interior finishes for most of the building, except for the bathrooms, consist of carpeted floors and painted walls.

The front door opens into a former living room, now the front office, with a partially open stair to the second floor along the west wall. The stair has square balusters and a square newel post. Modern service counters have been built into this space. An arched opening leads to the former dining room, Room 1B. A half bath is located in the northwest corner of this room. Within the one-story addition are two rooms: Room 1A on the east and Room 1C on the west. There is a secondary entrance in Room 1C.

Second floor: The stair from the first floor leads to a small landing and hallway in the center of the second floor. South of the hallway is Room 2C, which spans the width of the building. North of the hallway are Rooms 2A (west) and 2B (east).

Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Sash, Double-Hung	Wood	2/2
Foundation	Solid/Continuous	Stone	Stucco
Roof	Gable	Metal	Standing Seam
Chimneys	Interior	Brick	No Data
Porch	1-story, 2-bay	Wood	Posts, Turned
Structural System and Exterior Treatment	Frame	Wood	Weatherboard

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:	<p>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.</p> <p>See nomination for additional information.</p>

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
1873-1980 On file at the Clerk of Courts, Loudoun County Courthouse, Leesburg, VA.

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

Sanborn Map Company
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.

Property Notes:

No Data

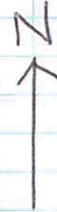
Project Bibliographic Information:

No Data

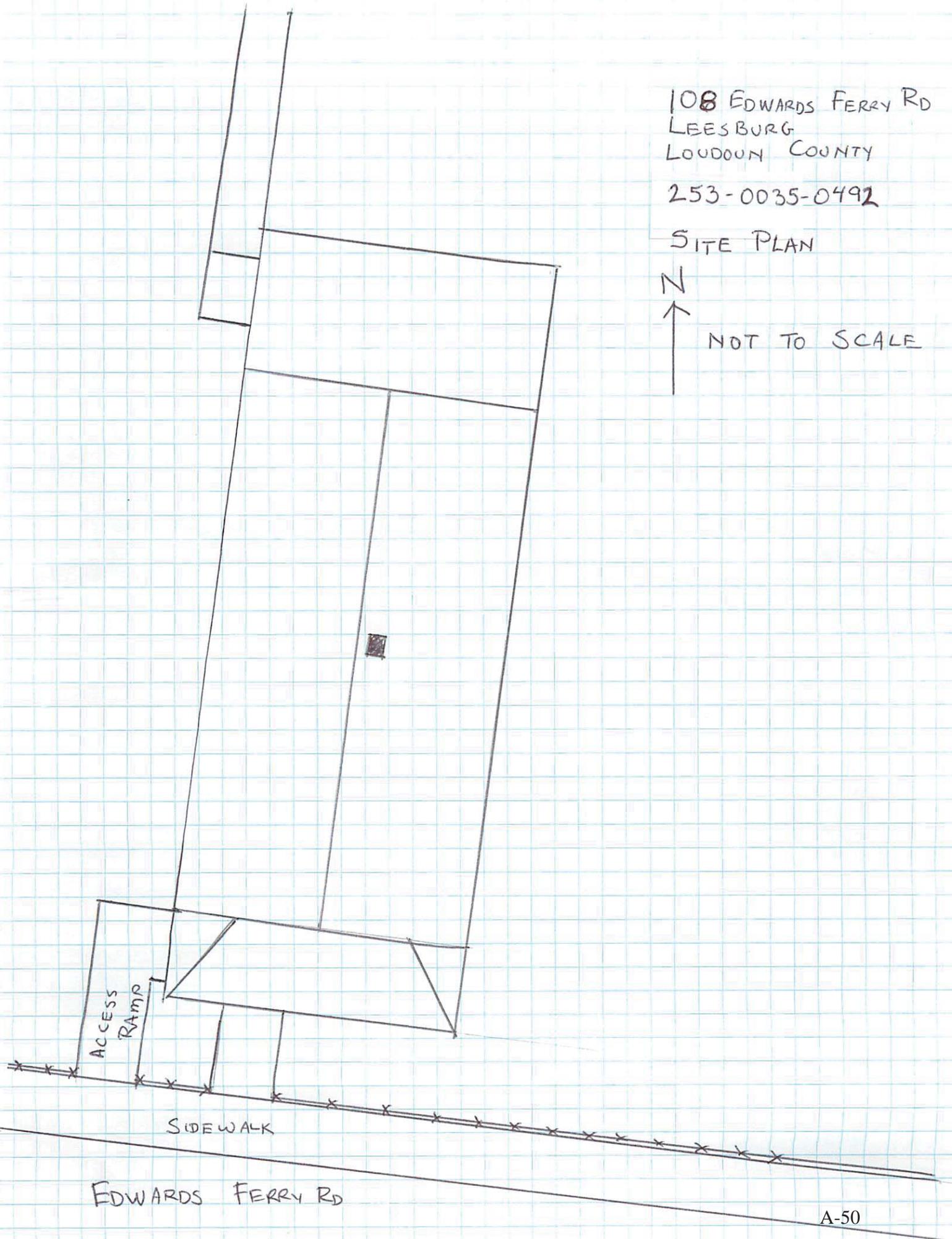
108 EDWARDS FERRY RD
LEESBURG
LOUDOUN COUNTY

253-0035-0492

SITE PLAN



NOT TO SCALE



EDWARDS FERRY RD

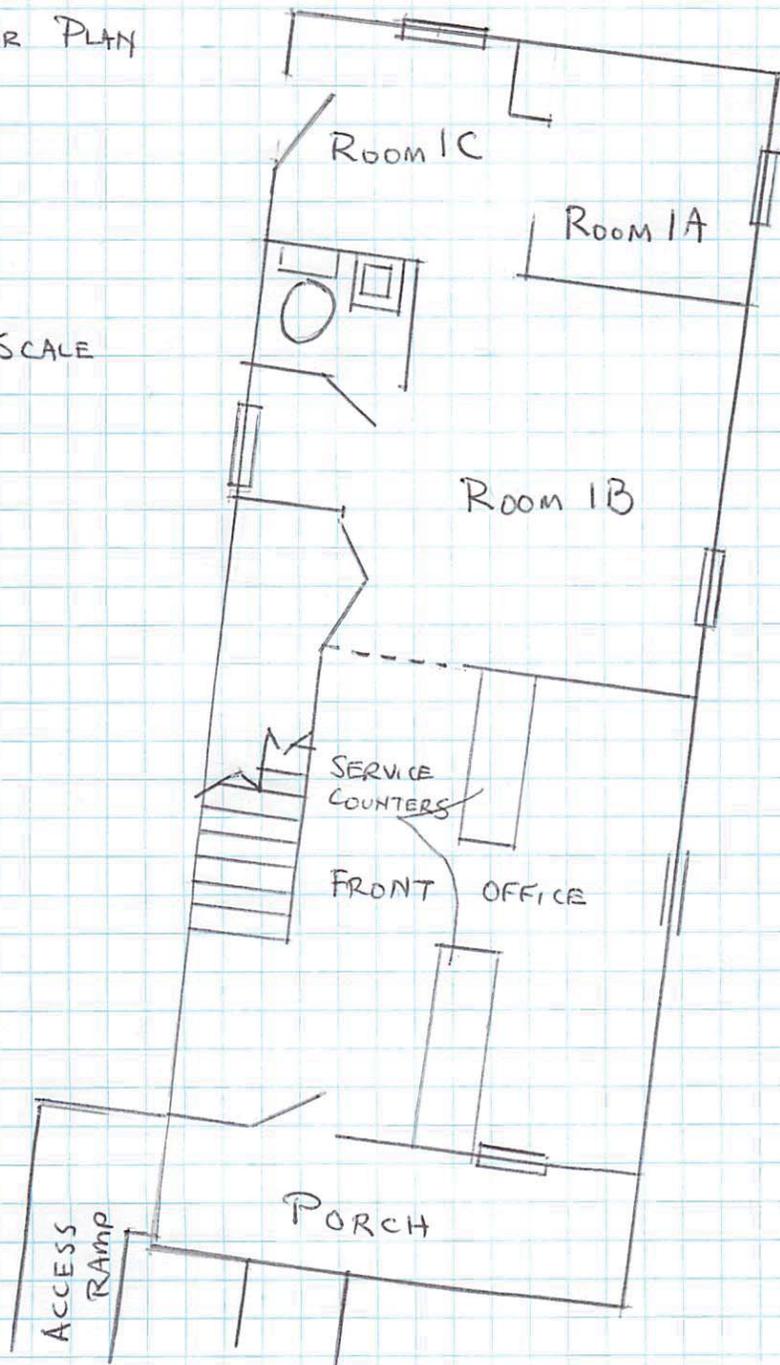
A-50

108 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0992

FIRST FLOOR PLAN



NOT TO SCALE



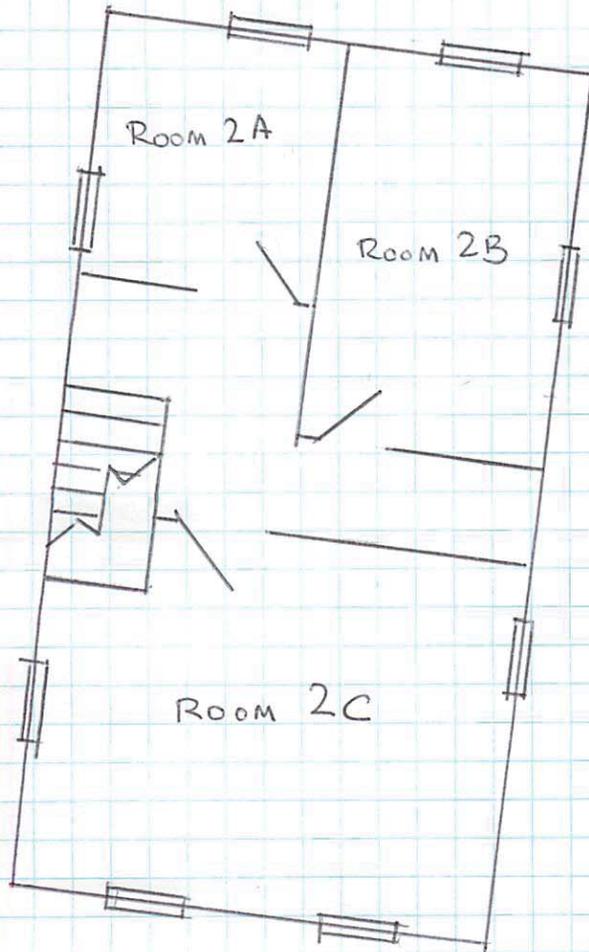
(5th Floor)

108 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0492

SECOND FLOOR PLAN



NOT TO SCALE





108 Edwards Ferry Road (253-0035-0492), setting along north side of Market Street, view to northeast. (1407)



108 Edwards Ferry Road (253-0035-0492), façade, view to northwest. (0196)



108 Edwards Ferry Road (253-0035-0492), porch detail, view to north. (0190)



108 Edwards Ferry Road (253-0035-0492), southeast corner, view to northwest. (0187).



108 Edwards Ferry Road (253-0035-0492), northwest corner, view to southeast. (0164)



108 Edwards Ferry Road (253-0035-0492), interior, former living room, view to north. (1470)



108 Edwards Ferry Road (253-0035-0492), interior, first floor stair detail. (1474)



108 Edwards Ferry Road (253-0035-0492), interior, first floor, looking from Room 1B to front door, view to southwest. (1378)



108 Edwards Ferry Road (253-0035-0492), interior, first floor, view into bathroom (left) and Rooms 1C and 1A (right), view to north. (1384)



108 Edwards Ferry Road (253-0035-0492), interior, first floor, Room 1C, view to northeast. (1364)



108 Edwards Ferry Road (253-0035-0492), interior, second floor stair landing, view to southwest. (1426)



108 Edwards Ferry Road (253-0035-0492), interior, second floor, looking from stair landing towards Room 2B (left) and Room 2C (right), view to west. (1430)



108 Edwards Ferry Road (253-0035-0492), interior, second floor, looking from stair landing to Room 2A (left) and Room 2B (right), view to northwest. (1449)



108 Edwards Ferry Road (253-0035-0492), interior, second floor, looking from Room 2A into Room 2C, view to south. (1460)

Property Information

Property Names

Name Explanation	Name
Function/Location	House, 110 Edwards Ferry Road
Historic	Slack House

Property Addresses

Current - 110 Edwards Ferry Road
Former - 38 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-31-4

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: This house is set back from the street on a large lot that is bordered by a picket fence.

March 2014: This building stands along the northern side of Edwards Ferry Road in the Town of Leesburg. It has a deep setback from the street and stands amidst a level, grassy lawn. To the east and west are other former dwellings. North of the house is a wooden retaining wall in front of a parking lot. A wooden picket fence extends along the sidewalk in front 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. The street 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 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 developed, with the large Dodona Manor property dominating the east end of the street. The east wing of this Vernacular house at 110 Edwards Ferry Road was built first and appears on the 1878 Gray's map as owned by F. Slack. The large addition was built by the 1890s according to Sanborn maps from this period. This building contributes to the architectural and historic character of the district in its scale, size, style and building materials.

March 2014: The earliest deed for the parcel including this building is from November 1829, when Rebecca Shaw, widow of John Shaw, sold the parcel to Edward Hanes for \$100 (Loudoun County Deed Records [LCDR] 30:31). Hanes then sold the property to James Garrison in August 1831 for \$300 (LCDR 3W:180). The change in price indicates that the lot may have been improved by Hanes, possibly with the two-story tall, side-gabled section of the present building. James Garrison sold two parcels, including this property, along the north side of Market Street (now Edwards Ferry Road) in March 1837 to Elizabeth Shryock (LCDR 4H:363). The property passed to Nancy Cockerille in Elizabeth Shryock's 1871 will (Loudoun County Will Book 2Y:384). Soon after this the property was subject to a Chancery Court case and sold to Lloyd Slack in October 1876 for \$600 (LCDB 60:383; Chancery Case Cockerille vs. Cockerille Index 1896-012). At this time there is a house standing on the property. 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 1854 Yardley Taylor Map of Loudoun County does not show a building at this location. The earliest map evidence for this

building is Gray's Map of Leesburg from 1878. This map shows a rectangular plan building set back from the road to Edwards Ferry (Gray 1878). This map also denotes "F. Slack." This is assumed to be Fenelon Slack, a carpenter and wheelwright in Leesburg, and father of Lloyd Slack who purchased the property in 1876. Fenelon Slack has not been found in the ownership record for this property.

Late nineteenth and early twentieth century Sanborn maps show still more detail about the buildings on this property. The 1899 Sanborn map shows the side-gabled section of the present building, with a one-story wing to the west, where the two-and-one-half story center-gable section is presently. This map also shows a one-story tall, frame, rectangular-plan outbuilding north of the dwelling. These two buildings, in the same configuration are shown on the 1903 and 1907 Sanborn maps. The 1912 Sanborn map depicts the building largely as it appears today, with a two-story wing on the west of the earlier two-story tall section, and a one-story tall ell on the rear of the center-gable section. A one-story porch is also shown across the front of the center-gable section. The one-story tall, frame, rectangular-plan outbuilding shown north of the dwelling in earlier Sanborns is also shown on the 1912 map. The 1930 Sanborn map shows the same building configuration as on the 1912 map. The two story addition filling the northwest corner of the building was added between 1986 and 1988.

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
Public - Local

Ownership Entity
No Data

Primary Resource Information

Resource Category: Domestic
Resource Type: Single Dwelling
Date of Construction: 1850Ca
Historic Time Period: Antebellum Period (1830 - 1860)
Historic Context(s): Architecture/Community Planning
Architectural Style: Other
Form: *No Data*
Number of Stories: 2.0
Condition: Excellent
Interior Plan: *No Data*
Threats to Resource: Demolition, None Known

Architectural Description:

December 1998: This 2-story, 3-bay, frame Vernacular house has a central cross gable with squared-shingle siding and an arched window. The 1-story, 3-bay porch has turned posts with a shingled balustade, jigsawn brackets and a hipped roof. There is an earlier 2-story, 2-bay, gabled frame wing with 6/6 sash windows on the east gable end. There is also a 2-bay rear ell.

This residence was obviously built at two different times. The date of the east wing is uncertain, but may be from the 1860s. This house now serves as a county government office.

March 2014:

Exterior: This frame, vernacular building has two main sections. The eastern section has a side-gabled roof and is two bays wide. The western section is two-and-one-half stories tall with a center-gabled roof and measuring three bays wide. The center-gable section stands slightly forward of the side-gabled section. A two-story tall gabled ell extends from the north elevation of the center-gable section, while a shed roof section extends from the side-gabled section. The roof is covered with standing seam metal and features partial cornice returns on the center-gable section. The exterior is clad with German siding with decorative wooden shingles in the central gable. A full-width, hipped roof porch is on the center-gable section while a modern flight of wooden stairs and wooden access ramp lead to the rear entrance on the north elevation. The front porch features turned wood posts, scroll-sawn brackets, and a matchstick railing. The main entry is in the eastern bay of the center-gable section and features a pane-and-panel door with sidelights and a transom. The windows in the side-gable section are vinyl, double-hung sash with six-over-six grids while the remainder of the windows are vinyl, two-over-two, double-hung sash, with an arched window in the center gable. An exterior, corbelled cap, brick chimney is found on the eastern gable end of the side-gable section.

Interior:

First floor: This building was originally built as a dwelling with an L-plan. The late-twentieth century addition on the north elevation has changed the plan to a U-formation with eastern and western hallways. There have been modifications to the original building to accommodate its use for county offices. The interior finishes for most of the building, except for the bathrooms, are carpeted floors and painted walls.

The front door opens into a small, square vestibule. West of this vestibule is a lobby area with access to the western hallway and the center hallway. Along the western hallway are a small meeting room on the west side, and a service window on the eastern side, connecting to office 2. At the end of the western hallway are two restrooms along the west wall and the stair to the second floor on the east wall. Also at the end of the hallway is the secondary entrance to the building. This western portion of the building coincides with the center-gable section and its rear ell. The center hallway leads to office 1, in the southeast corner of the building, and the eastern hallway. This hallway has two offices on side, offices 2 and 4 on the western wall, and offices 3 and 5 along the eastern wall. Offices 2-5 are located in the modern addition with office 1 in the side-gable section of the building.

Second floor: The stair from the first floor leads to a small stair landing with access to offices 6, 7, and 8 along the south wall, and a large conference room on the north wall. This conference room is within the modern addition and office 6 within the side-gable section. The southern

part of office 6 has a sloping ceiling due to the lower roofline of this section of the building. Along the west wall of the second floor are an open area currently with a cubicle, and office 9, which also connects to the conference room.

Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Sash, Double-Hung	Vinyl	No Data
Roof	Gable	Metal	Standing Seam
Chimneys	Exterior End	Brick	No Data
Structural System and Exterior Treatment	Frame	Wood	Weatherboard
Foundation	Solid/Continuous	Stone	Rubble, Random
Porch	1-Story Partial Width	Wood	Posts, Turned

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
1829-1980 On file at the Clerk of Courts, Loudoun County Courthouse, Leesburg, VA.

Gray, Ormando 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.

Property Notes:

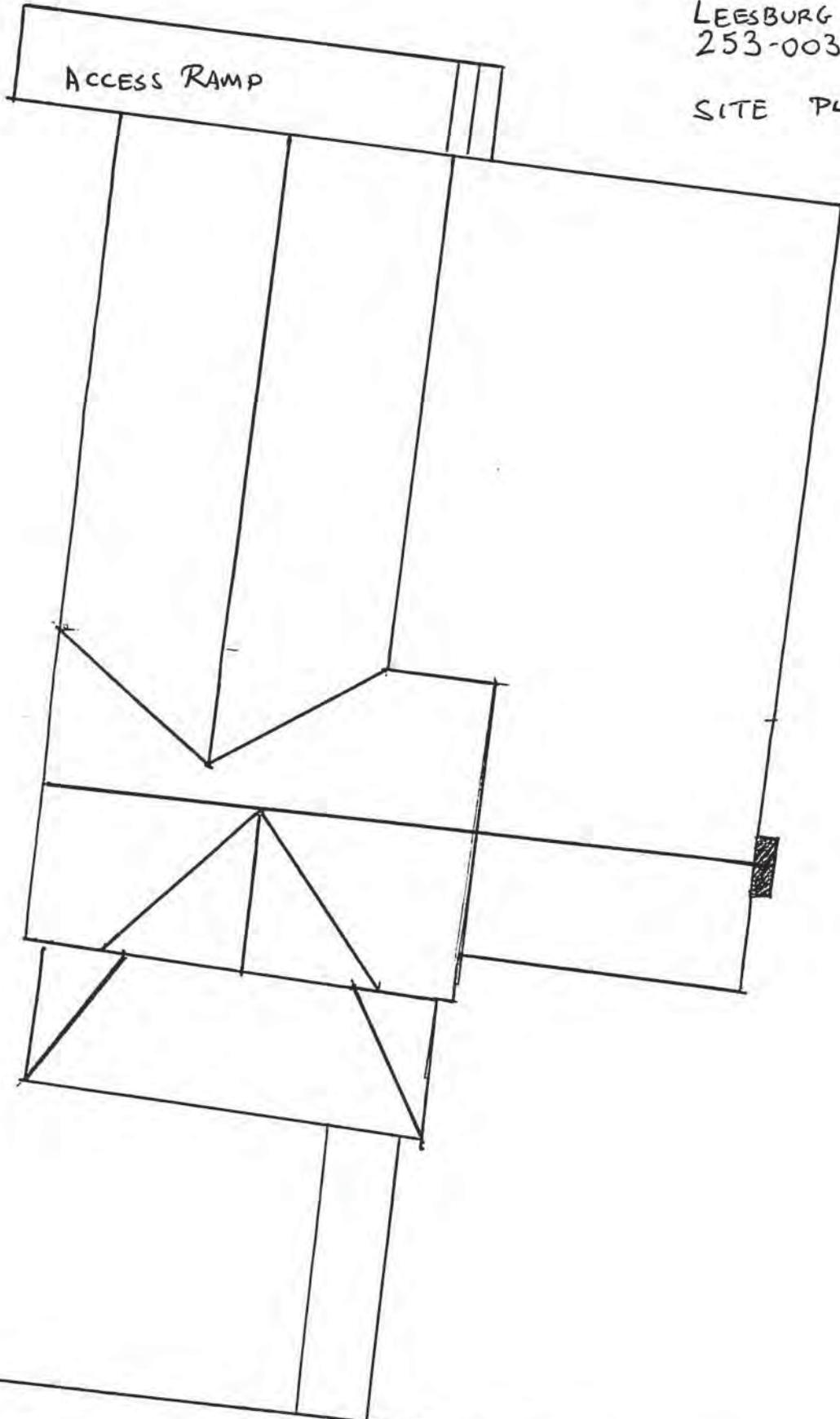
No Data

Project Bibliographic Information:

No Data

110 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0493

SITE PLAN



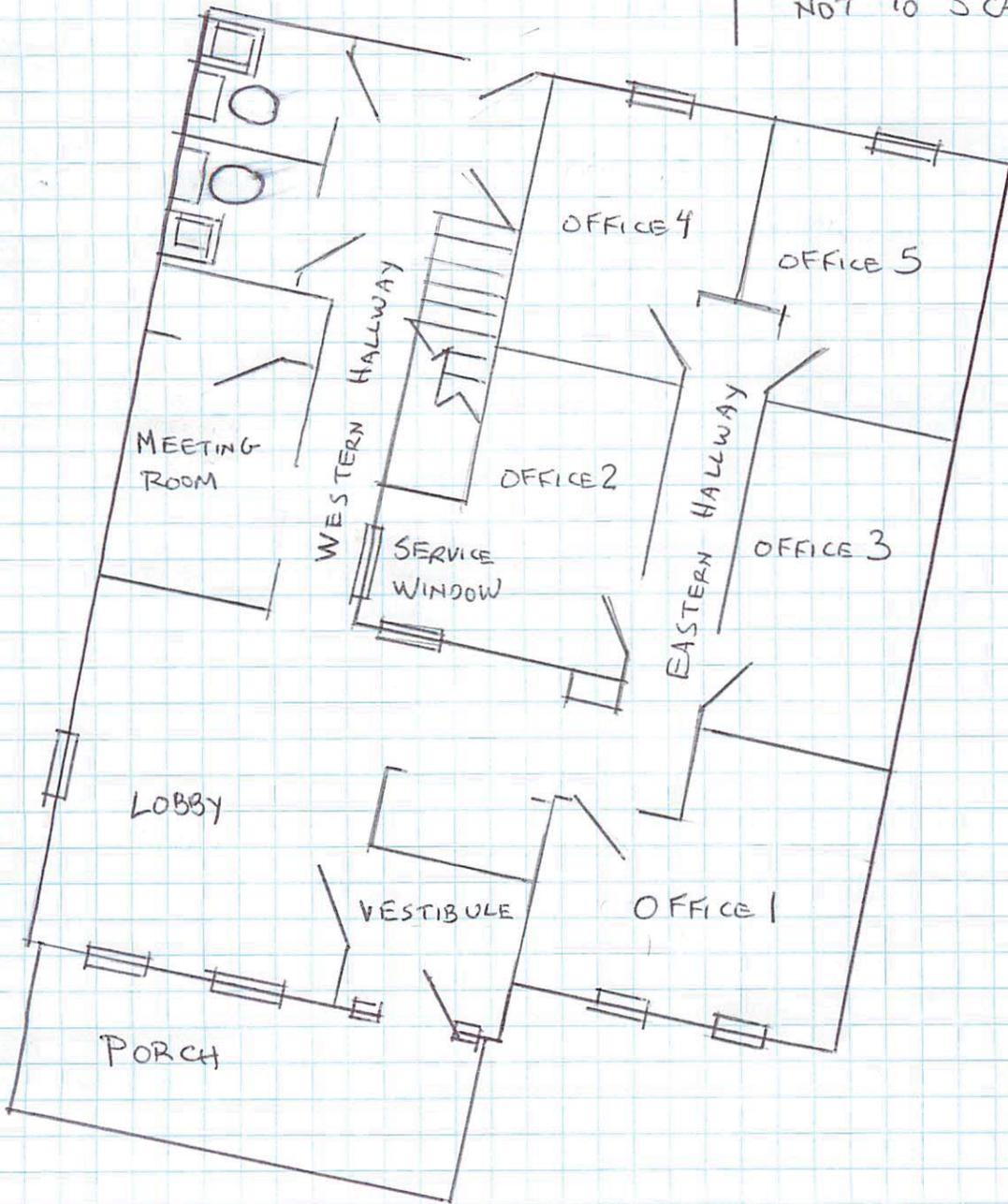
NOT TO SCALE

110 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0493

FIRST FLOOR PLAN



NOT TO SCALE

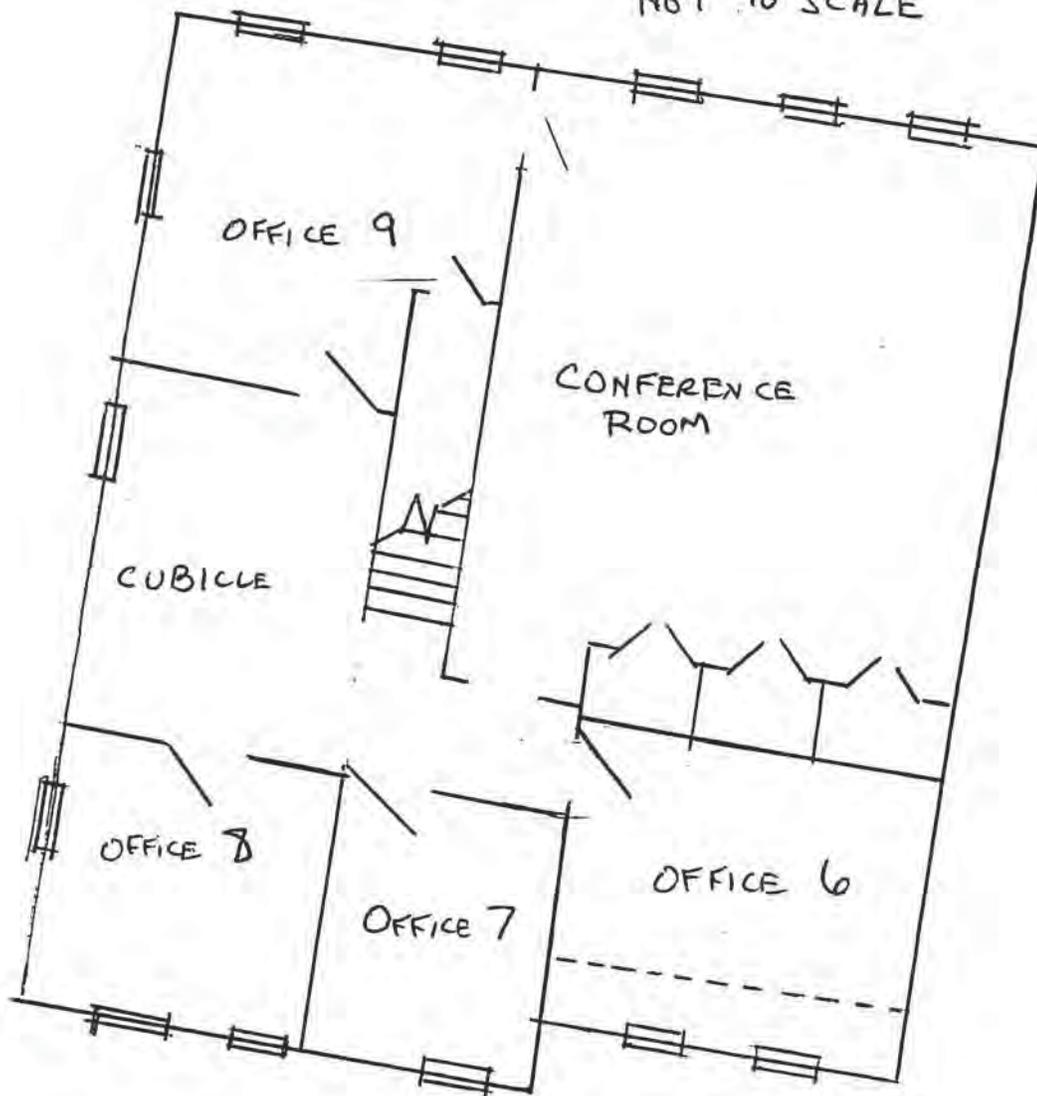




110 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0493

SECOND FLOOR PLAN

NOT TO SCALE





110 Edwards Ferry Road (253-0035-0493), setting along north side of Market Street, view to northeast. (0191)



110 Edwards Ferry Road (253-0035-0493), façade, view to north. (0203)



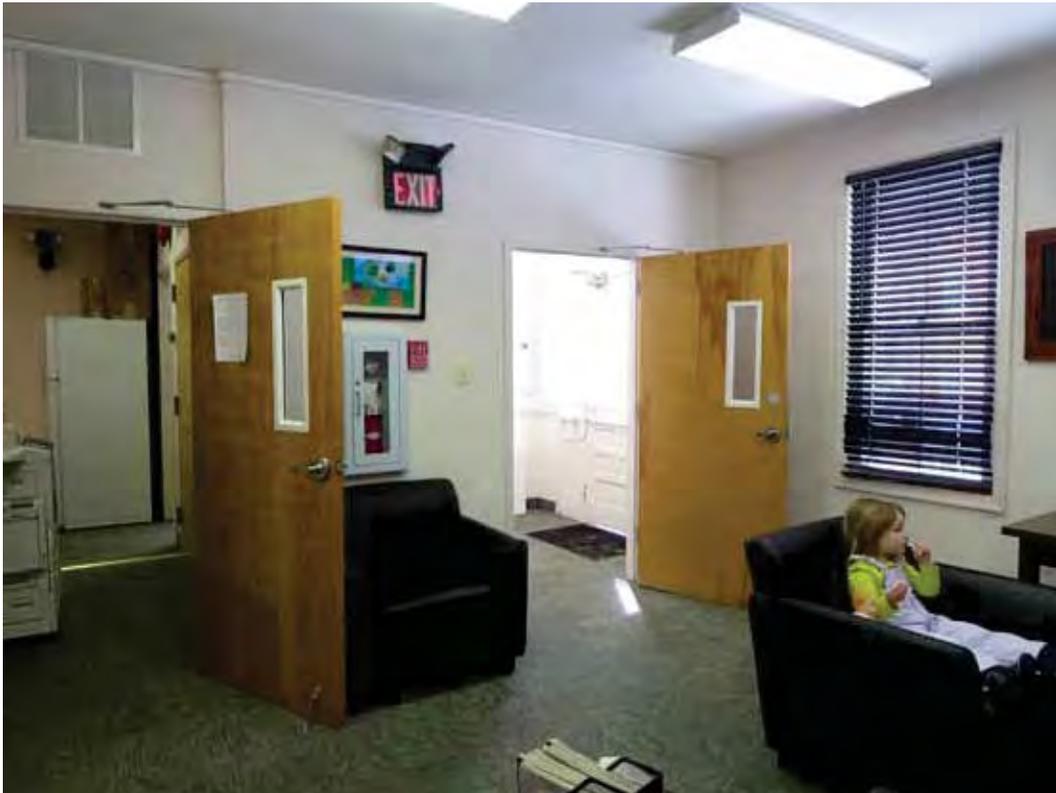
110 Edwards Ferry Road (253-0035-0493), southwest corner, view to northeast. (0207)



110 Edwards Ferry Road (253-0035-0493), northwest corner, view to southeast. (0161)



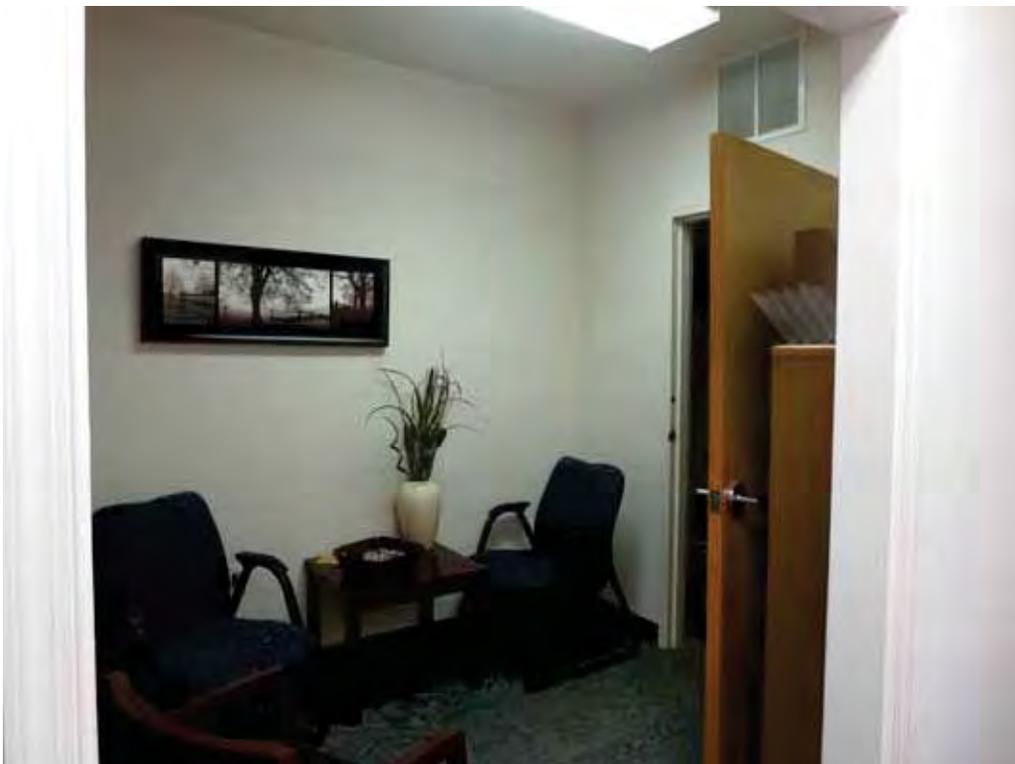
110 Edwards Ferry Road (253-0035-0493), northeast corner, view to southwest. (0166)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, lobby looking into vestibule (right) and side hall (left), view to southwest. (1587)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, looking from lobby down west hall to rear of building, view to north. (1594)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, meeting room off west hallway, view to northwest. (1597)



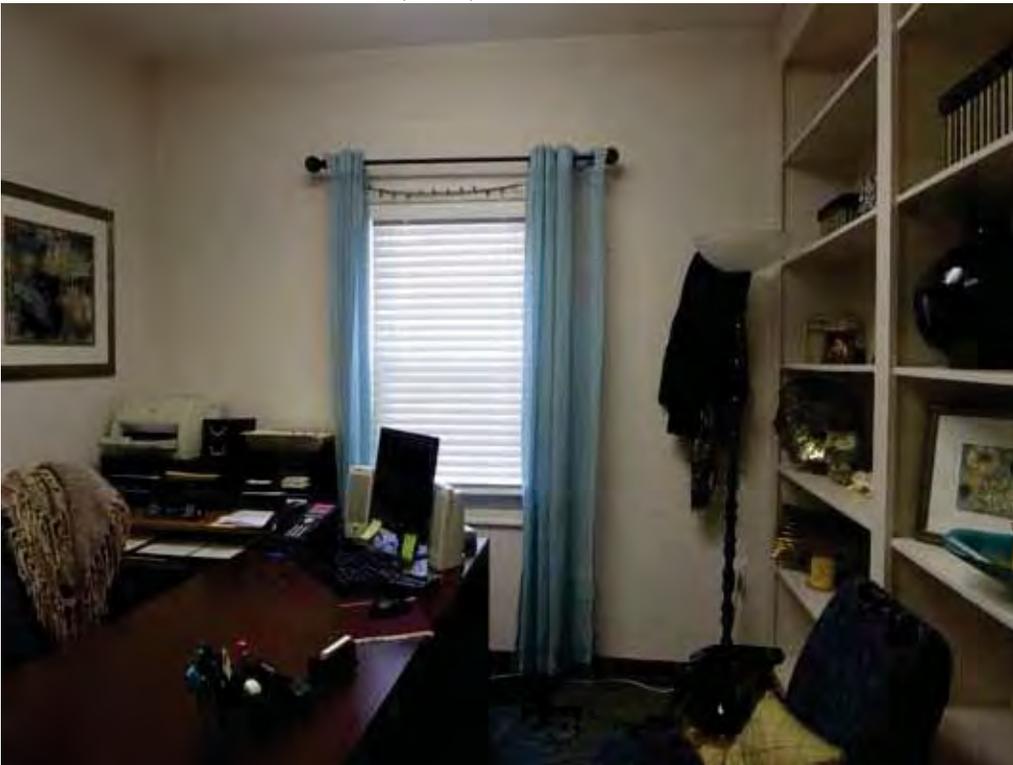
110 Edwards Ferry Road (253-0035-0493), interior, first floor, restrooms on left and rear entrance on right, view to northwest. (1606)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, office 1, view to southwest. (1614)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, office 2 looking to interior service window, view to west. (1623)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, office 5, view to northwest. (1637)



110 Edwards Ferry Road (253-0035-0493), interior, first floor, eastern hallway, office 2 on left, offices 4 and 5 in center at rear, office 3 on right, view to north. (1647)



110 Edwards Ferry Road (253-0035-0493), interior, stair to second floor, view to south. (1611)



110 Edwards Ferry Road (253-0035-0493), interior, second floor, conference room, stair hall on left, office 8 on right in background, view to west. (1660)



110 Edwards Ferry Road (253-0035-0493), interior, second floor, office 8 looking towards cubicles, view to south. (1664).



110 Edwards Ferry Road (253-0035-0493), interior, second floor, office 7, view from cubicle area looking south. (1683)



110 Edwards Ferry Road (253-0035-0493), interior, second floor, office 6 looking to stair hall, view to west. (1701)

Property Information

Property Names

Name Explanation	Name
Function/Location	House, 112 Edwards Ferry Road
Historic	House, 42 Edwards Ferry Road

Property Addresses

Current - 112 Edwards Ferry Road
Former - 42 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-31-5

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: This house is built right up to the street with a fenced rear yard.

April 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. To the east and west are other former dwellings. A board fence is found north of the house along an asphalt-paved parking lot. A level lawn is found immediately east, west, and north 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. The street 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 developed, with the large Dodona Manor property dominating the east end of the street. This Federal-style building with a Vernacular addition at 112 Edwards Ferry Road is one of the oldest buildings on the street. The brick portion dates from the early 1800s. It appears on the 1853 Yardley Taylor, Gray's 1878 and the 1899-1937 Sanborn Maps of Leesburg. This building contributes to the architectural and historic character of the district in its scale, size, style and building materials.

April 2014: The earliest deed found for the parcel including this building is from the December 1813 sale by John McCabe to William Kirk of a one-quarter-acre lot on the north side of Market Street (now Edwards Ferry Road) measuring 52.5 feet wide and 207.75 feet deep (Loudoun County Deed Book [LCDB] 2R:93). The brick core of the present building was built after this transaction and before its October 1820 sale by William Kirk to Benjamin Maulsby. This deed mentions a brick house as being on the property at that time and sold for \$800 (LCDB 3B:179). This deed also reserves for Mr. Kirk the use of the well on this lot. Mr. Maulsby did not own the property for long, conveying it to the county sheriff in June 1823 to repay his creditors (LCDB 3F:470). James Martin was the next owner of the property and he conveyed it to David Carr in October 1835 as security for his debts (LCDB 4F:177). Martin defaulted on his debt and Carr sold the property to Edwin Gover in April 1844 for \$225 (LCDB 4U:297). Edwin Gover owned the house for five years before selling it for \$362.50 to Sarah Dawson. At this time the house was described as occupied by Edwin Hart (LCDB 5B:16). The 1850 census lists Edwin Hart as an England-born, 48-year-old carpenter. Sarah Dawson then conveyed the property to Elizabeth Snyder for \$600 in May 1857. At this time the property was described as occupied by Fenelon Slack (LCDB 5O:462). This is presumed to be Fenelon Slack, a carpenter and wheelwright in Leesburg. Elizabeth Snyder willed the property to Catherine Slack, the wife of Fenelon Slack, through her 1902 will (Loudoun County Will Book 3Q:411). After Catherine Slack's death, the property passed

to her children, Lloyd Slack and Sarah Dawson. Lloyd Slack was an undertaker and cabinet maker in Leesburg with a store on King Street near Loudoun Street. Later deeds refer to this house as the home of Lloyd Slack. 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 earliest map evidence of a building on this parcel is the 1854 Yardley Taylor map of Loudoun County (Taylor 1854). Since the deeds refer to a brick house here prior to 1854 it is presumed that this map shows the brick core of the present building. Gray's map of Leesburg from 1878 provides more detail. This map shows an L-plan building footprint along the north edge of the street (then East Market Street, now Edwards Ferry Road) (Gray 1878). This map also denotes "Hough" as the property owner, even though deed records indicate that it was owned by Elizabeth Snyder at the time.

Late nineteenth and early twentieth century Sanborn maps show still more detail about the buildings on this property. The 1899 Sanborn map shows the building in its present configuration, with a brick first floor, and a frame rear ell. The same building configuration is shown on the 1903, 1907, 1912, and 1930 Sanborn maps. The two-story tall porch along the west elevation of the rear ell was added between 1982 and 1988.

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
Local Govt	No Data

Primary Resource Information

Resource Category:	Domestic
Resource Type:	Single Dwelling
Date of Construction:	1820Ca
Historic Time Period:	Early National Period (1790 - 1829)
Historic Context(s):	Architecture/Community Planning
Architectural Style:	Federal/Adamesque
Form:	No Data
Number of Stories:	2.0
Condition:	Good
Interior Plan:	No Data
Threats to Resource:	Demolition, None Known

Architectural Description:

December 1998: The oldest part of this house is the 1-1/2-story, 4-bay, brick Federal-style portion dating from circa 1800. It has a Flemish bond facade with 5-course bond on the side elevations. The windows and door have brick jack arches. Around 1895, the house was raised to a full two stories with a frame second story. It has a gable roof and 2/2 sash. A substantial 4-bay, 2-story rear wing has a 2-story porch on the east.

This house is somewhat deteriorated and is now used as apartments.

April 2014:

Exterior:

This two-story former dwelling stands on a brick foundation. The core of the building measures four bays wide and one bay deep with a four-bay deep gabled rear ell. The side-gabled roof is covered with standing seam metal and features partial cornice returns. The first floor of the core is six-course common bond brick while the remainder of the building, the second floor of the core and the rear ell, are of frame clad with German siding. A two-story tall, wooden porch with square wooden posts and matchstick railing is found between the north wall of the core and the rear ell. The main entry is in the second-from-the-west bay of the facade. The windows are replacement double-hung sash with two-over-two grids. The windows in the brick section of the building have stone stills and flat brick arches, with simple board trim around the windows in the remainder of the building. There are three corbelled cap brick chimneys in this building, one at each gable end of the core and the other in the center of the rear ell.

Interior:

First floor: This building has a center hall plan with a central stair. The floor plan has been slightly modified to accommodate its current use as county offices. The interior finishes for most of the building, except for the bathrooms, are carpeted floors and painted walls.

The front door opens into the central hall, with an open stair. The stair features a turned balustrade and heavy, turned newel post. East of the hall is the former living room, now an office. This room has a fireplace with a simple mantel with grooved pilasters. West of the central hall is a small office. The hallway leads into the former dining room, now a conference room. At the south end of this room is a half bath. This room has an exterior door onto the side porch and features tongue-and-groove wainscoting. North of the dining room is a kitchen with U-plan cabinets and closets filled with filing cabinets. It also has an exterior door leading to the side porch.

Second floor: The stair from the first floor ends at a small landing which connects to a hallway along the east side of the rear ell. Along the south end of the building, reached via the stair landing, are two offices, one at the southeast and the other at the southwest corners. A half bath is found along the west wall of the core. Off the hallway in the rear ell are two additional offices. The northernmost office also has a half bath.

Access to the second-story porch is from the stair landing and the rear ell's hallway.

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.

Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Sash, Double-Hung	Aluminum	2/2
Roof	Gable	Metal	Standing Seam
Chimneys	Interior End	Brick	Cap, Corbeled
Foundation	Solid/Continuous	Brick	Flemish Bond
Structural System and Exterior Treatment	Masonry	Brick	Flemish Bond
Porch	2-story, 3-bay	Wood	Square
Structural System and Exterior Treatment	Wood Frame	Wood	Weatherboard

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
1813-1980 On file at the Clerk of Courts, Loudoun County Courthouse, Leesburg, VA.

Gray, Ormando 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.

Property Notes:

No Data

Project Bibliographic Information:

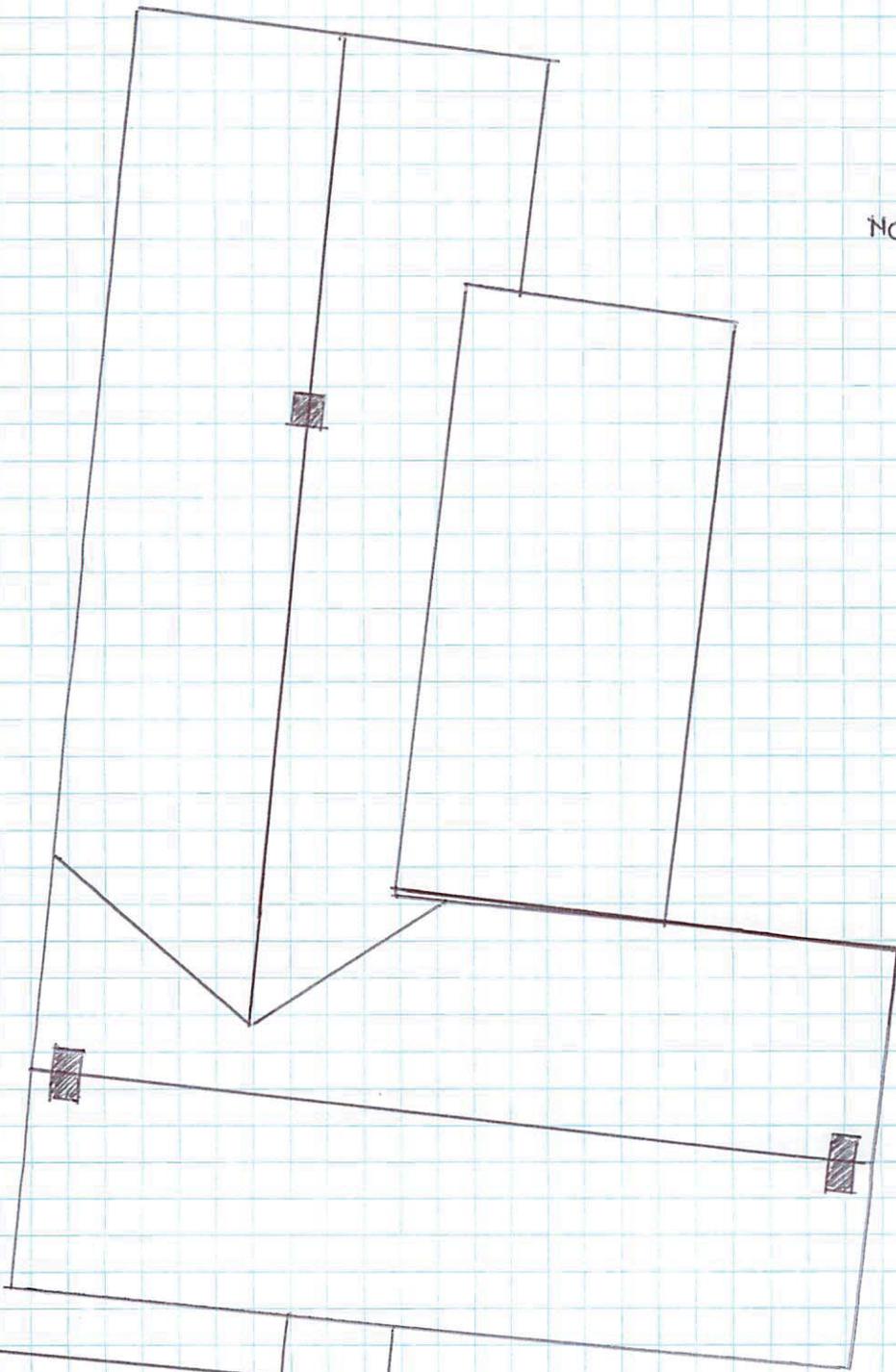
No Data

112 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0494

SITE PLAN



NOT TO SCALE

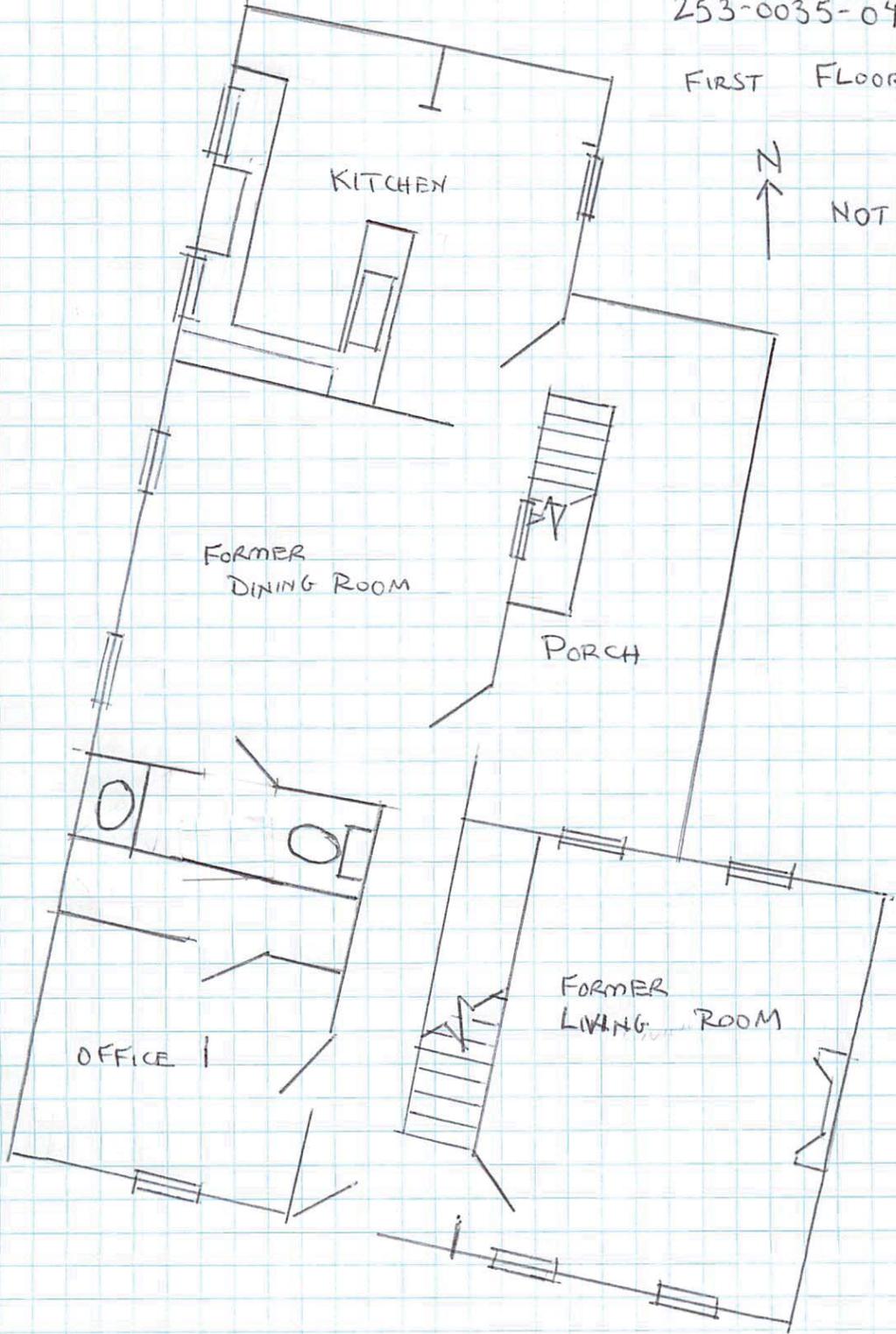


112 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0494

FIRST FLOOR PLAN



NOT TO SCALE

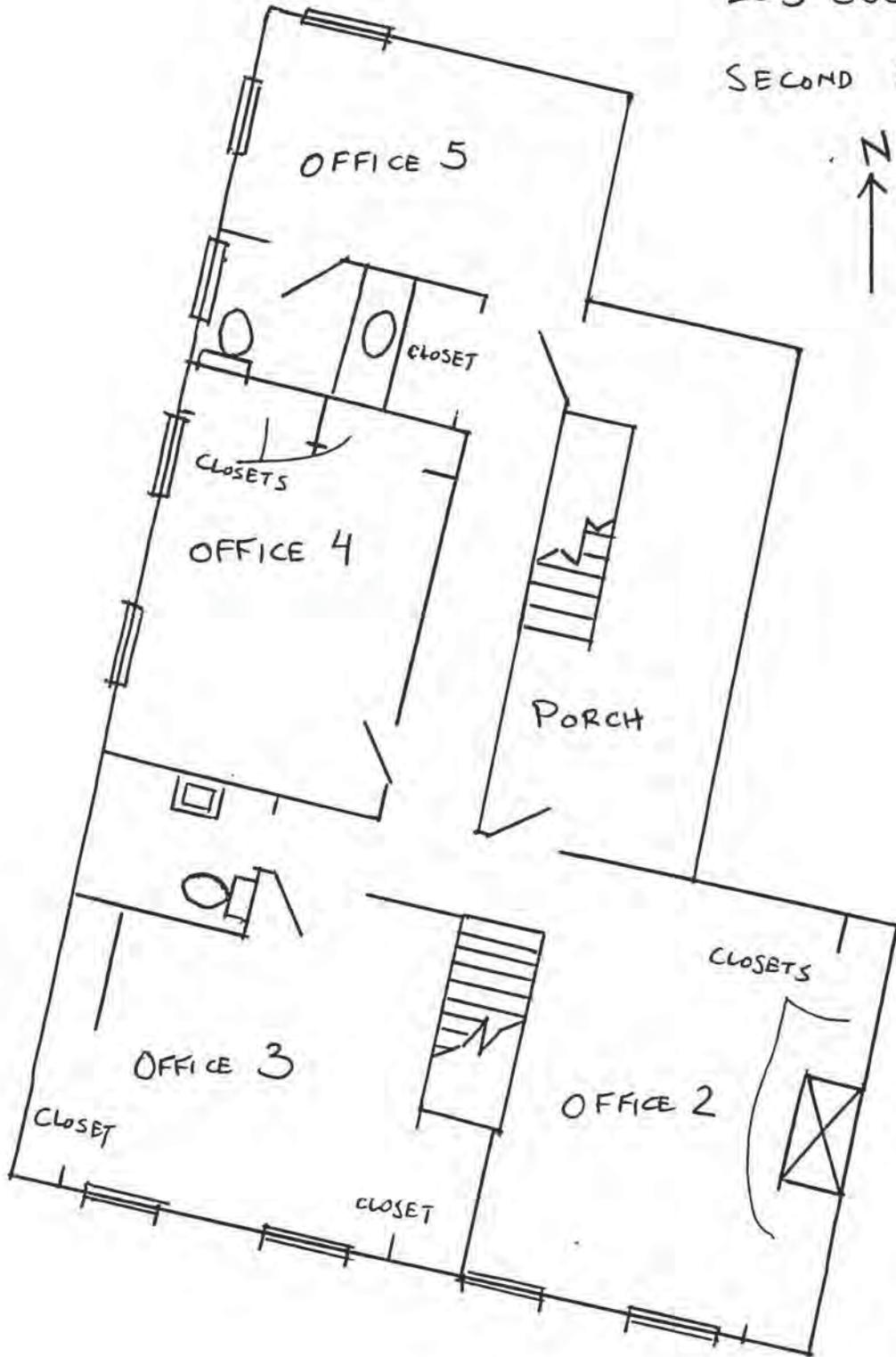


112 EDWARDS FERRY RD
LEESBURG, VA
253-0035-0494

SECOND FLOOR PLAN



NOT TO SCALE





112 Edwards Ferry Road (253-0035-0494), setting along north side of Market Street, view to northwest. (0214)



112 Edwards Ferry Road (253-0035-0494), façade, view to north. (0209)



112 Edwards Ferry Road (253-0035-0494), southwest corner, view to northeast. (0205)



112 Edwards Ferry Road (253-0035-0494), northwest corner, view to south. (0159)



112 Edwards Ferry Road (253-0035-0494), northeast corner, view to southwest. (0156)



112 Edwards Ferry Road (253-0035-0494), window detail, north elevation, view to south. (0151)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, former living room with door to vestibule on right, view to south. (0223)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, mantel detail in former living room, view to southwest. (0224)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, hallway looking from vestibule to kitchen, view to north. (0228)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, stair detail. (0230)



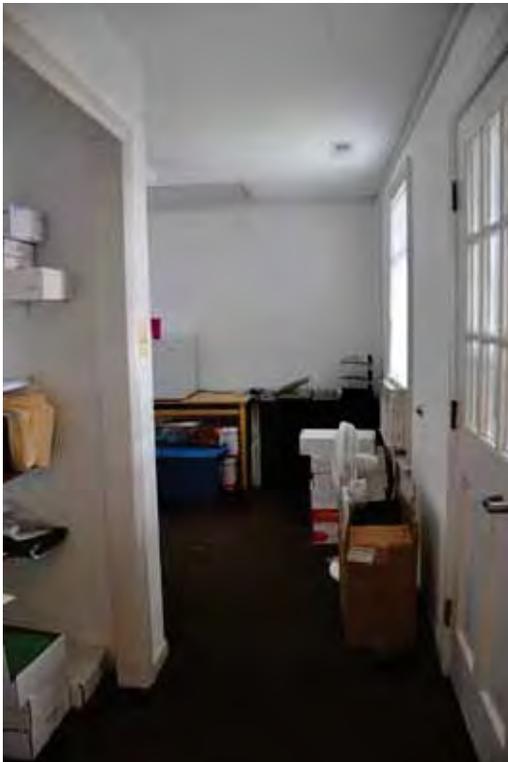
112 Edwards Ferry Road (253-0035-0494), interior, first floor, former dining room looking into kitchen, view to northwest. (0232)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, dining room looking to hallway, view to south. (0236)



112 Edwards Ferry Road (253-0035-0494), interior, first floor, kitchen, view to northwest. (0242)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, office 5, view to north. (0253)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, office 5 with bathroom on left, view to southwest. (0259)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, looking down hallway to stair, view to south. (0271)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, office 4, view to south. (0276)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, side hallway looking to bathroom, stair to first floor on far left, office 3 on left, view to west. (0290)



112 Edwards Ferry Road (253-0035-0494), interior, second floor, office 2, view to southwest. (0288)



Loudoun County, Virginia

Division of Procurement
1 Harrison St, SE 4th Floor MSC
41C Leesburg, Virginia 20175

April 9, 2015

NOTICE TO INTERESTED PARTIES

ADDENDUM NO. 1

C-2139

The following changes and/or additions shall be made to the original Request for Interest (RFI) C-2139: Relocation of Buildings on Edwards Ferry Road in Leesburg, Virginia. Please acknowledge receipt of this addendum by signing and returning with your RFI response.

1. RFI Section 2.1 - Interested Parties shall submit the following response items; insert the following:

“Loudoun County has requested authorization from the Leesburg Board of Architectural Review (BAR) for removal of the four (4) buildings that are identified and described in this RFI. A final decision on these Certificates of Appropriateness applications (TLHP-2014-0114; TLHP-2014-0115; TLHP-2014-0116 and TLHP-2014-0117) has not been reached by the BAR as of the release date of this RFI amendment. Decision(s) by the BAR may affect the County’s interest in relocating one or up to all of the buildings”.

2. RFI Section 1.1 - The primary requirements for consideration are as follows; delete the sixth item and replaced with:

“Move any or all of the buildings prior to December 30, 2016”. The County reserves the right to extend this deadline in accordance with pending permit and development plan approvals.”

Prepared By: _____ s/Christopher Bresley, CPPB _____ Date: 4/9/2015
Contracting Officer

Acknowledged By: _____ Date: _____