HISTORIC DISTRICT REVIEW BOARD MEETING AGENDA

Town Council Chambers
765 Lynn Street, Herndon, VA 20170
Wednesday, July 5, 2023 | 7:00 p.m.

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1. **Call to Order**

2. **Public Hearing**

   a. **APPLICATION FOR SIGNAGE, HDRB #23-008**, to consider an application for a Certificate of Appropriateness for a wall sign at 754 Elden Street, Suite 201, Herndon, Virginia, further identified as Fairfax County Tax Map 0162 40 0201. The site is located within the Herndon Commerce Center Condominium and is situated in the northwest quadrant of the intersection of Elden Street and Station Street. The subject property is zoned PD-D (Planned Development – Downtown) and consists of approximately 11,477 square feet of land area. Owner: Probity II LLC. Applicant: Jay Crockett, Probity. **(Continued from the April 19, 2023, May 17, 2023, and June 21, 2023 HDRB Public Hearings.)**

3. **New Business**

   a. **Discussion** – Pre-Application HDRB Case, 781-783 Station Street, Herndon, Virginia

4. **Comments**

   a. Comments from the Staff Members

   b. Comments from the Board Members

5. **Adjournment**

TOWN OF Herndon VIRGINIA

MEMORANDUM

To: Chair Blaker-Glass and Members of the Historic District Review Board

From: Tamsin Himes, Lead Planner / Design and Development

Date: July 5, 2023

Subject: HDRB #23-008, 754 Elden Street, Herndon Virginia

This staff memo is an addendum to the staff report for HDRB #23-008 which was presented to the Board at the work session on April 5, 2023 as well as subsequent staff memos.

Following the June 21st public hearing, staff relayed the Board's feedback to the applicant, reiterating that the Board is anxious to see progress on the sign design. Staff also relayed that the Board indicated that should there not be solidified and approvable sign designs and documents for review by the Board during the July work session and public hearing, the Board suggests that the applicant withdraw the case, or the Board may deny the case in order for the applicant to solidify plans before coming to the Board again.

Updated design. The applicant sent an updated sign design to staff on Thursday, June 29th which is attached to this memo. The design features a 28-inch by 13.16-foot sign, ¼-inch flat cut aluminum dimensional letters, non-illuminated, painted matte black, and flush stud mounted to the brick façade. The proposed sign is placed on the tower portion of the building facing the intersection of Station Street and Elden Street, between the upper floor windows and the parapet clock.

Material. Staff believes that the newly proposed material – ¼-inch matte black painted aluminum lettering can be considered appropriate for this sign and location. This material and paint mirrors and coordinates with existing signs on this building and addresses the concerns of quality, aesthetics and durability that staff had expressed regarding previously proposed formed plastic.

Location. The applicant was aware when switching to this location that there would be more attention and scrutiny regarding the sign size, placement, spacing between letters, and other considerations given that this location is intended for building identification signage. The applicant has removed the logo for this company in response to staff's concern regarding its appropriateness given the location.

Spacing. Staff has concerns regarding the spacing both between the letters and between the clock and the sign and the brick window lintel and the sign. Given the location, staff

would suggest that 1) the kerning (spacing between letters) be expanded slightly to allow more space between each letter, expanding it horizontally, 2) the sign lettering be the same height instead of the "P" extending above the other letters, 3) that the sign be centered vertically between the clock and windows below, and 4) that the Board be provided with a construction sketch illustrating the method of attachment to the building.

Staff is requesting updated sign documents which include a full-page, to-scale rendering of the sign in its proposed location, that address the four items above.

Attachments:

1) Updated Sign Document

Signarama
316 Victory Drive | Herndon, VA 20170
Herndon • 703-481-8858
Leesburg • 703-669-3333
Chantilly • 703-483-0183

Permit Docs V3.fs
File Name

Attachment #1

JK
Designer

6/29/2023
Date

Proposed Sign

1/4" Flat cut aluminum dimensional letters
non-illuminated
Color: Matte black
Mount: Flush stud mount to exterior brick

PROOF

Approval states that contents of this proof are correct and the responsibility of the client

Due to limitations in the printing process, the colors shown may not reflect actual colors printed, color may vary slightly. The best way to maintain color consistency is by using the Pantone color system. If exact color match is required, please let your Signarama representative know.

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PLEASE REVIEW ART FOR ACCURACY IN

DIMENSIONS • LAYOUT
SPELLING • COLOR • MATERIALS

PROOF TRACKER

Initial	Rev. 1	Rev. 2	Rev. 3
Rev. 4 ($25)	Rev. 5 ($25)	Rev. 6 ($25)	

Approval Signature:

MEMORANDUM

To: Chair Blaker-Glass & Members of the Historic District Review Board

From: Tamsin Himes, Lead Planner/Design and Development

Date: July 5, 2023

Subject: Pre-Application HDRB Case, 781-783 Station Street, Herndon Virginia

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Project:
This staff memo covers a pre-application discussion item for a property modification project at 781-783 Station Street. These buildings are contributing structures in the Herndon Historic District. 781 Station Street houses the Mediterranean Breeze and consists of a brick two-story building with one story front façade, a decorative parapet covered by a canopy, and a recessed second story. The building at 783 Station Street was built in 1903, is a two-story, neoclassical commercial structure which is primarily constructed of brick masonry with stone windowsills and lintels. Decorative elements typical of this style and featured in this building include brick quoins, large primary pediment, pedimented door surround, and decorative window lintels and window hoods.

The proposed project consists of an addition or architectural hyphen between these two buildings. Staff's understanding of the application is that the addition would essentially move the current alley façade, which is recessed to the rear of the buildings, forward so that it is recessed about 10 feet from the building facades along Station Street. The applicant's letter (attachment #3) states that all material and design details from the 2018 approval mentioned below will be replicated in the new addition. Staff seeks the applicant's clarification regarding the proposed design: the drawings provided by the applicant which were from HPRB #18-09 are the initial designs prior to changes made to the project. The designs underwent modifications and changes prior to Board approval. It is staff's understanding that the applicant is proposing the same design that was approved in 2018 for the new alleyway façade which would now be recessed 10 feet from the two building facades along Station Street, but staff seeks the applicant's confirmation in this.

The applicant is bringing this project before the Board to receive initial feedback prior to an official application.

Site history:

The two buildings that are the subject of this application have undergone several modifications over time, the most relevant to this case being a project that came before the Board in 2018 (HPRB #18-09) to close off the then-open-air alley with a window and door system. This was approved by the Board and resulted in the full alley façade recessed to the rear of the buildings as it is today. Attachment #7 contains a staff presentation from this case which was included with the project materials by the applicant. It should be noted that the designs shown in this attachment represent earlier versions of the design and not the designs that were eventually approved by the Board. Please see attachment #2 for the designs that were modified and approved by the Board. The applicant has provided some older images of the site which illustrate other changes to the buildings over time.

Staff comments

Guidelines. The Historic District Guidelines section regarding new additions to contributing structures states that:

"*The most important considerations when planning an addition to a historic building are compatibility, differentiation, and reversibility. New additions should be compatible — consistent, harmonious — to the historic building, but should also be differentiated — differences between historic and new should be discernible — so that it is clear they are not original. New additions should also be constructed so that in the future, if they are removed, the form and integrity of the historic building remains; towards this end, the addition should be designed to minimize the removal of existing exterior walls and roof.*" (Historic District Guidelines page 73)

The Guidelines further state that new addition should be sized as secondary to and should not overpower the form or change the scale of the historic building, and they go on to mention considerations regarding appropriate materials which should be compatible with the historic building, that new additions should be placed so as to avoid damage or elimination of historic features, and that new additions should either not be visible or should be minimally visible from the right of way (Guidelines pages 73-74). This section of the Guidelines is included as an attachment to this memo.

Retaining delineation between buildings. In the staff analysis for HPRB #18-09, the approved application for originally closing off the alleyway which was provided to the Board prior to the July 2018 public hearing, staff emphasized the importance of maintaining delineation between the buildings and retaining an "openness" of the alleyway. The applicant addressed these comments by submitting updated renderings

which included a lower façade primarily featuring fully transparent glazing. It should be noted that this aspect of the design – retaining the appearance of aesthetic of a separation between the buildings with the use of fully transparent glazing was highly emphasized in this case, even when the façade was recessed far back in the alleyway. This project would reduce the area between the buildings and somewhat alter the appearance of the buildings from the right of way. The Board should discuss whether or not the proposed addition which is set back 10 feet from the building facades along Station Street sufficiently retains the separation between the two buildings. Staff believes that the project has potential to still maintain this delineation between the buildings but would seek additional clarifying documents and materials when the application is submitted officially.

Addition. The proposed addition is small relative to the two buildings and in terms of size and general location follows the Guidelines -- it is appropriately subordinate to the primary contributing buildings. The Board has permitted cases in the past where additions were permitted when recessed beyond the façade of the building. This case is somewhat unique in that the addition spans the separation between two buildings.

Design. The 2018 project approved by the Board in some ways makes this case simpler as the design was previously approved by the Board. A key element from that application was the use of transparent glazing instead of paneling. The Guidelines specifically dictate that there should be a recognizable difference between the new addition and the historic building. As staff understands it, the proposed addition is a modern design that does maintain a differentiation from the historic building.

Construction and retention of character. The Guidelines also state that: "*New additions should also be constructed so that in the future, if they are removed, the form and integrity of the historic building remains*." Staff believes that some description by the applicant of how this is to be achieved would be helpful to the success of the application. Specifically, staff is concerned about the effect of this project on the windows of 783 Station Street facing the alleyway which features character-defining elements such as decorative brick lintels and decorative window hoods.

Staff has spoken with the Town Building Official who mentioned that with this type of project, there would be fire mitigation, sprinkler, and firewall requirements. Whether or not this work would damage the historical integrity of the building should be assessed.

Additional information. Staff believes when submitting a formal application, it would be helpful for the applicant to submit a rendering of the proposed addition as seen from Station Street, as well as a plan or sketch plan of the two buildings as existing with the

proposed addition marked. This would be valuable for understanding how this project would alter the buildings and whether it could successfully retain the division between the two buildings. In addition, staff believes that materials specs should be submitted so that the Board can accurately analyze and review the materials which will now be much closer to the right of way and which pedestrians will interact with on a regular basis.

Attachments:

1. Guidelines: Treatment of Contributing Buildings, New Additions
2. HPRB #18-09 Updated Drawings
3. Application Package: Applicant Letter
4. Application Package: Front facade detail under window
5. Application Package: Front facade detail
6. Application Package: Front view 783 1886
7. Application Package: HPRB #18-09 site location facade - street view
8. Application Package: Current images
9. Application Package: Pre-development circa 1995
10. Application Package: Site view 781-783 1996
11. Application Package: Survey 1995
12. Application Package: Front elevation circa 1995
13. Current Streetview

New Additions

The most important considerations when planning an addition to an historic building are compatibility, differentiation, and reversibility. New additions should be compatible — consistent, harmonious — to the historic building, but should also be differentiated — differences between historic and new should be discernible — so that it is clear they are not original. New additions should also be constructed so that in the future, if they are removed, the form and integrity of the historic building remains; towards this end the addition should be designed to minimize the removal of existing exterior walls and roof.

These guidelines are provided for applicants and design professionals as a guide to help direct the design of their proposed addition to a contributing resource, and town staff and the HDRB to use as the basis for the review of COAs.

Process Note: *When planning a new addition to a contributing building, owners and designers should contact staff during the earliest stages of conceptualization to ensure that the addition reflects the guidelines and meets zoning requirements. The HDO Procedure Guide provides additional information regarding the application process and required materials.*

Guidelines For New Additions

1. Proposed additions that remove more than 49% of the exterior walls and/or roof require new construction and demolition COAs. The Zoning Administrator will determine whether or not new construction and demolition COAs are required.
2. New additions should be designed to preserve significant historic materials, features, and form.
   - **a.** The design of a new addition should minimize the requirement for historic material loss at the connection point to the historic building.
   - **b.** To retain historic exterior materials on the interior of the new addition, new additions should utilize historic openings to access the new addition rather than cutting new openings or construct a small hyphen to connect the historic building to the new addition.
3. New additions should be subordinate to the historic building.
   - **a.** The new addition should be sized as secondary to the primary historic resource.
   - **b.** New additions should not overpower the form or change the scale of the historic building.
   - **c.** The placement, orientation, massing, and scale of the new addition should be designed in such a manner that it does not impact the integrity of the historic building.
   - **d.** New additions should not be visible or should be minimally visible from the public right-of-way.

CHAPTER 5
TREATMENT OF CONTRIBUTING BUILDINGS

One case of an appropriate second story residential addition is an addition over top of an existing first story wing.

e. Second story additions on historic buildings are generally not appropriate unless the addition is designed in such a way that it does not impact the massing, scale, and character of the historic building.

4. New additions should be compatible with, but differentiated from, the historic building.

a. The openings of the new addition should mimic the rhythm of the historic building but differentiate them in design and configuration. The arrangement of the proposed windows and doors should reflect that of the existing building.

b. A physical break (if using a hyphen connection) or a small setback between the historic building and the new addition should be provided to create visual distinction between the historic and modern portion of the building.

c. Materials should be compatible, but differentiated from those found on the historic building.

d. Alternative materials can be appropriate for new additions as a means of differentiating the addition from the historic building, Refer to Chapter 6, Use of Alternative Materials, for information on selecting an appropriate alternative material.

5. The style of the proposed windows and doors should be compatible with the contributing building's existing windows and doors, but should not attempt to replicate them.

a. Glass should be clear in all cases other than for decorative accent windows.

b. For windows consisting of multiple panes of glass, simulated divided lites should have dimensional muntins or grills on the exterior of the glass.

6. New chimneys should be clad in masonry.

a. Weatherboard siding is not appropriate for chimneys.

b. Fireplace vents should not be located on front facades

c. Metal flues should only be exposed above the eaves of the roof.

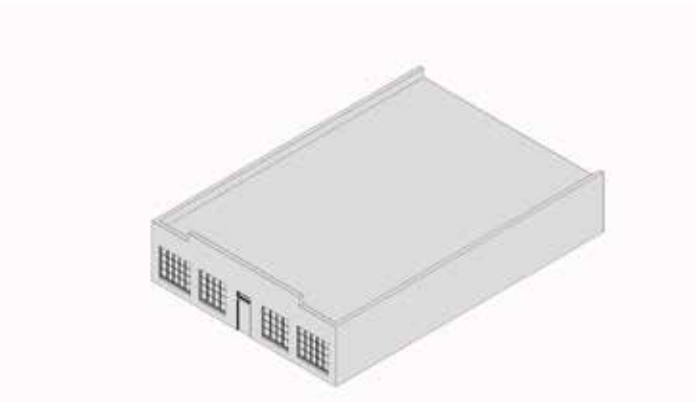
7. New roof connections should be below the peak of the existing roof.

a. Proposed dormers should be sized to reflect the scale and architectural style of the addition and not detract from the contributing building.

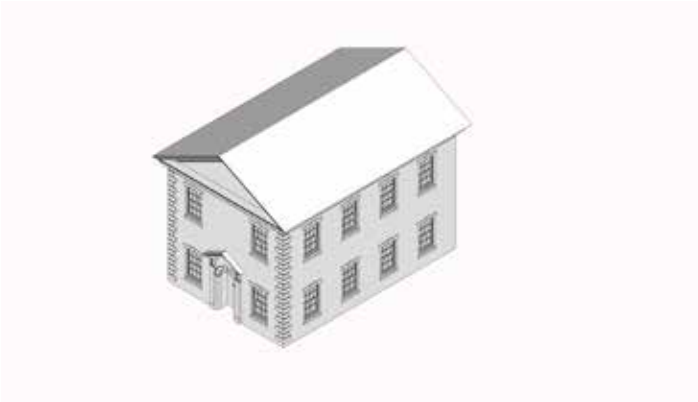
8. Place new additions to avoid damage or elimination of historic site features.

a. If historic site features exist on the property, ensure the placement of new addition does not negatively impact or eliminate these features.

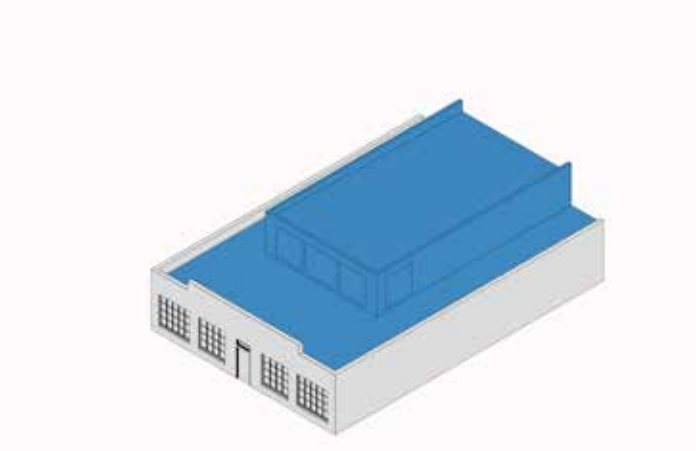
Massing of Additions to Commercial Buildings



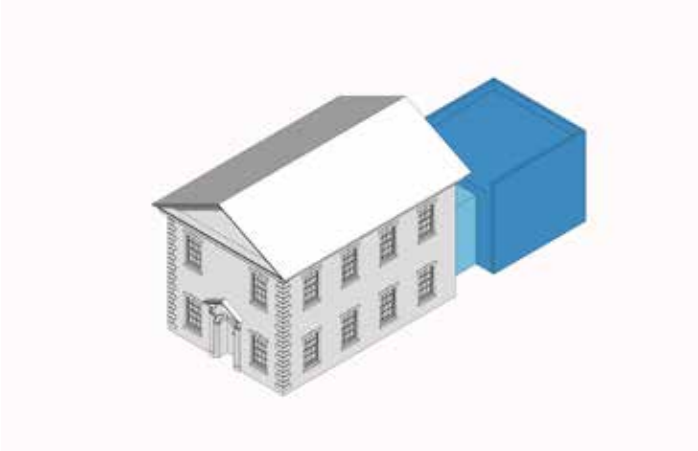
Commercial 1-story flat roof



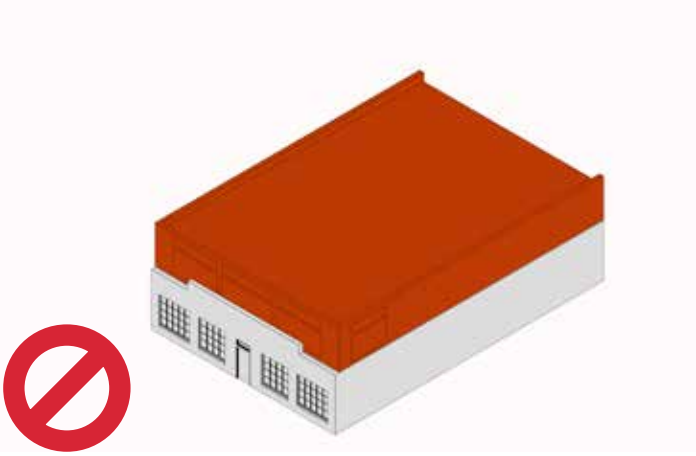
Commercial 2-story



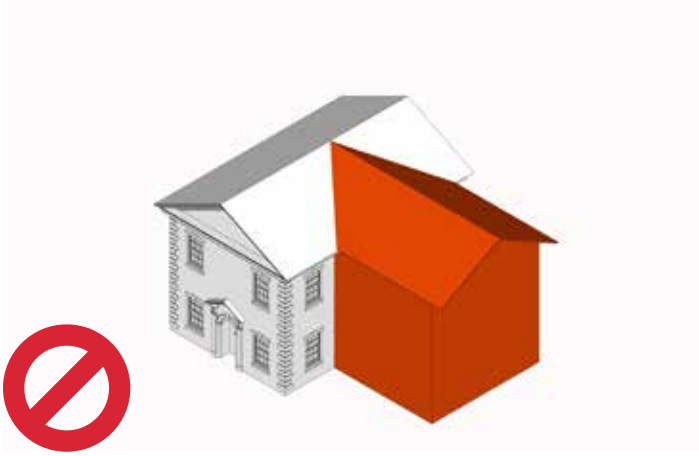
Commercial 1-story flat roof - appropriate addition set back from front facade



Commercial 2-story- appropriate rear addition with hyphen

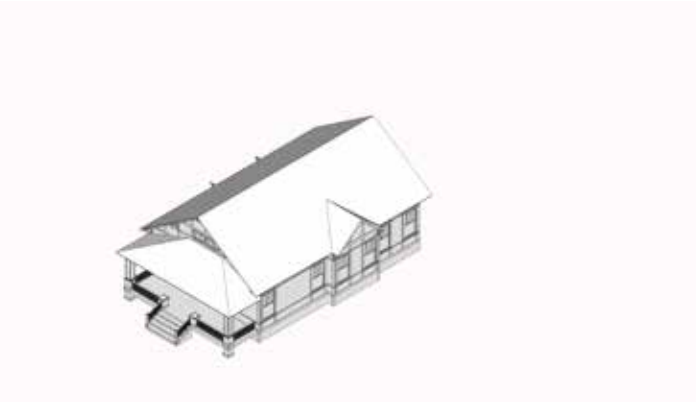


Commercial 1-story flat roof - inappropriate addition flush with front facade



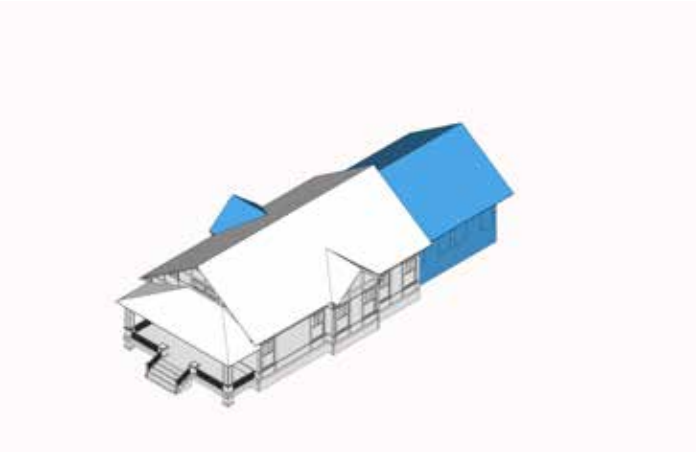
Commercial 2-story- inappropriate rear addition

Massing of Additions to Residential Buildings

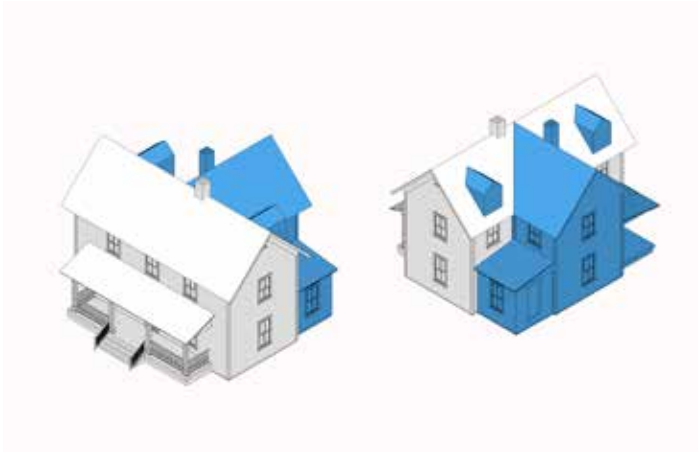


1-story residential

2-story residential



1-story residential - appropriate rear and dormer additions, inset from main structure



2-story residential - appropriate rear and dormer additions

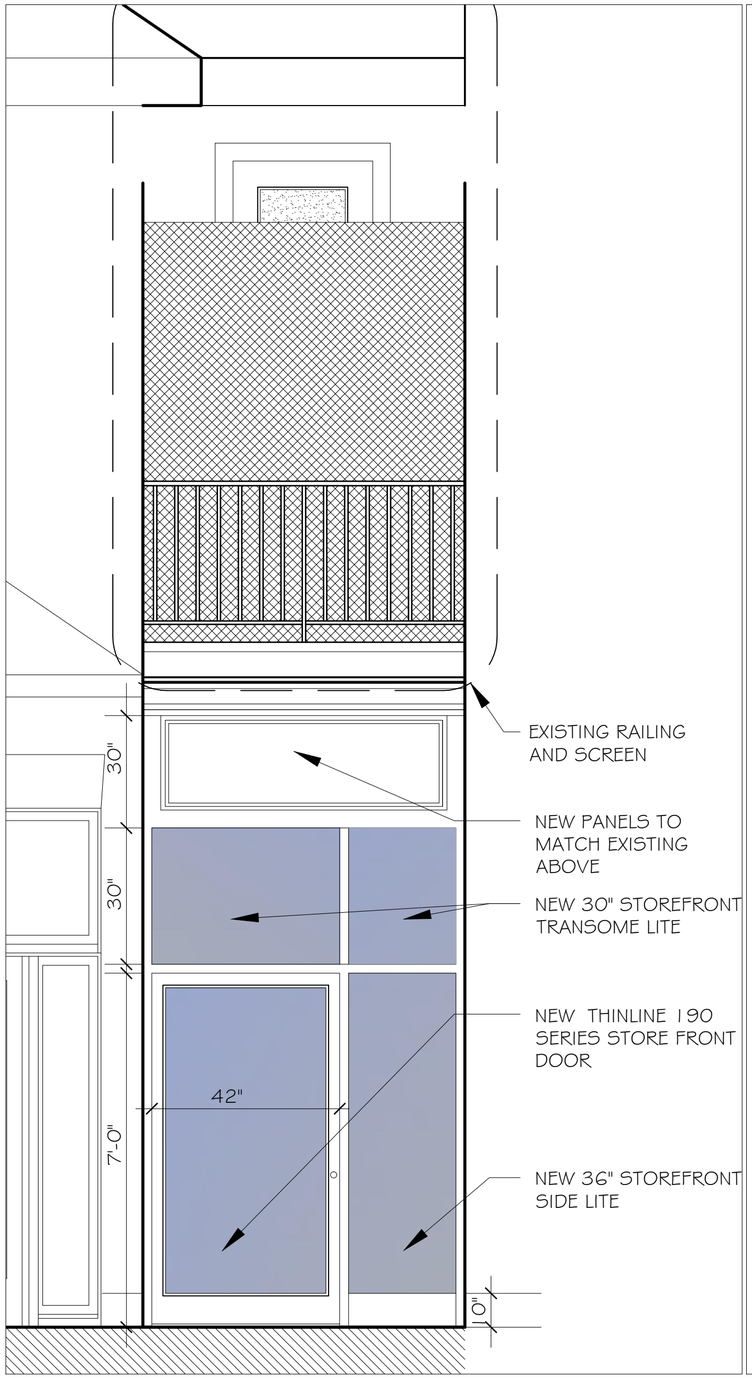
1-story residential - inappropriate rear and dormer additions

2-story residential - inappropriate rear and dormer additions

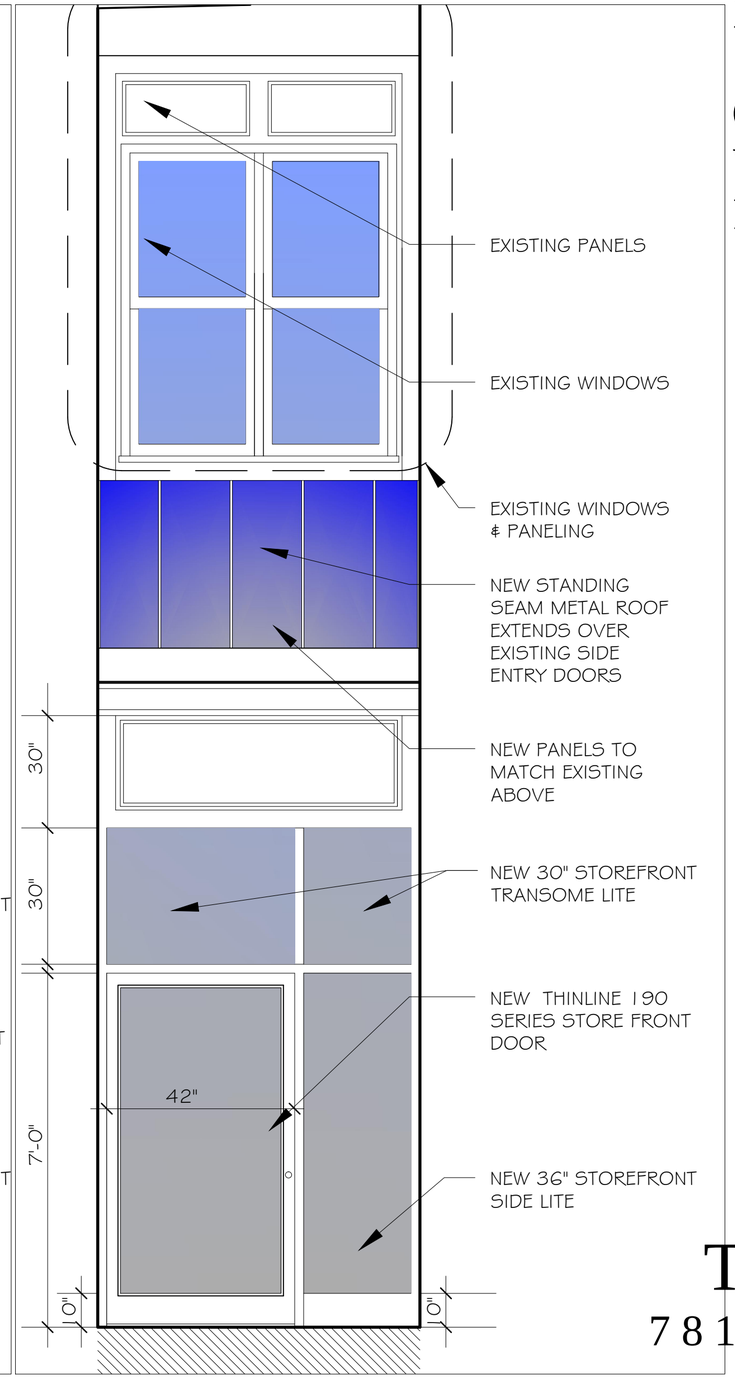
PROPOSED WORK:

1 BUILD TWO NEW DOORS AT EXISTING PASSAGE IN CONFORMANCE WITH PLAN BELOW.

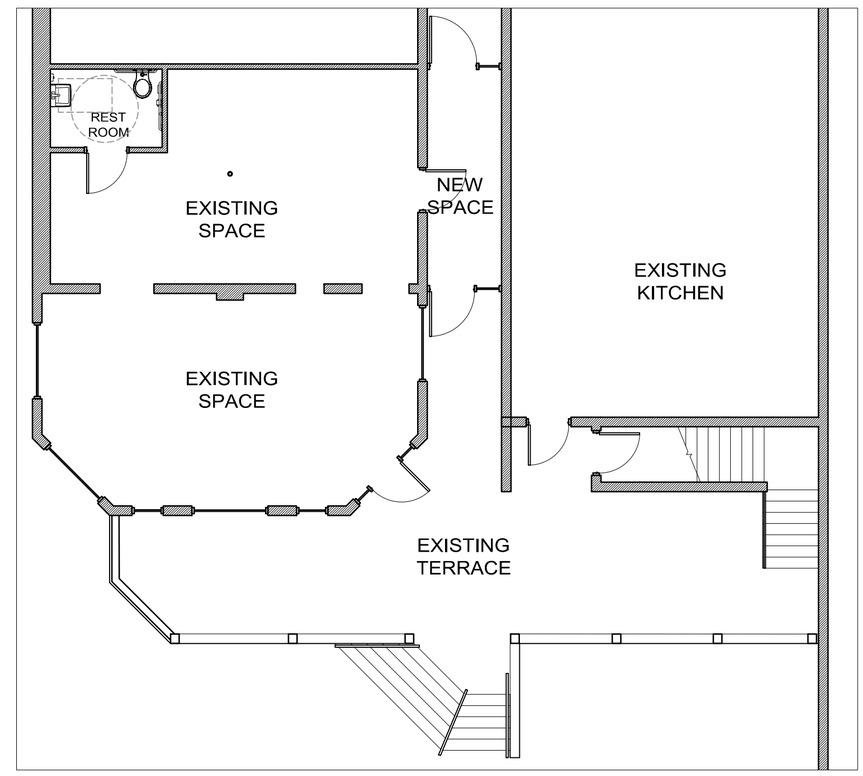
ONE SCHEME EACH OF A SINGLE LITE ALUM DOOI WITH MATCHING TRANSOMS AND SIDE LITE WITH PANELED WALLS.



DOOR @ LYNN ST



DOOR @ STATION ST



EXISTING PLAN OF JAMES BUILDING TERRACE
SCALE: 1/8" = 1'-0"

THE JAMES BUILDING

781 & 783 STATION ST, HERNDON, VA

JULY10, 2018

V M ARCHITECTURE P L L C
8002 ILIFF DR, DUNN LORING, VA 22027
VMARCHITECTURE.COM 703 868 7677

Attachment #2

KAWNEER
AN ARCONIC COMPANY

190/350/500 Standard Entrances

- 2-1/8" (54mm), 3-1/2" (87.9mm), or 5" (127mm) sightline
- 1-3/4" (44.5mm) depth
- Non-thermal performance
- Moderate to high traffic application

Product Features

Tough yet attractive, the clean lines of Kawneer's Standard Entrances are designed as a single-source package of door, door frame and hardware that is easily adaptable to custom requirements.

Designed to complement new or remodel construction, modern or traditional architecture, they are engineered, constructed and tested to make good first impressions while withstanding the rigors of constant use by occupants and visitors.

The 190 Narrow Stile Entrance

- Is engineered for moderate traffic in applications such as stores, offices and apartment buildings
- Vertical stile measures 2-1/8" (54); top rail 2-1/4" (57.2) and bottom rail ~~3-7/8" (98.4)~~ 10" (ADA)
- Results in a slim look that meets virtually all construction requirements

The 350 Medium Stile Entrance

- Provides extra strength for applications such as schools, institutions and other high traffic applications
- Vertical stiles and top rails measure 3-1/2" (88.9)
- Bottom rail measures 6-1/2" (165.1) for extra durability

The 500 Wide Stile Entrance

Attachment #2

- Creates a monumental visual statement for applications such as banks, libraries and public buildings
- Vertical stiles and top rail are 5" (127); bottom rail measures 6-1/2" (165.1)
- Results in superior strength for buildings experiencing heavy traffic conditions

General

- Heights vary to 10 feet; widths range from approximately 3 to 4 feet
- Door frame face widths range to a maximum of 4" (101.6), while depths range to 6" (152.4)
- Door operation is single or doubleacting with maximum security locks or Touch Bar Panics standard
- Architect's Classic one inch round, bent bar push/pull hardware is available in various finishes and sizes
- Infills range from under 1/4 (6.4) to more than 1" (25.4)

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JAMES BUILDING DEVELOPMENT LLC
STEVEN D MITCHELL/MANAGER
1291 MONROE STREET
HERNDON, VIRGINIA 20170

TOWN OF HERNDON
DEPARTMENT OF COMMUNITY DEVELOPMENT
777 LYNN STREET
HERNDON, VIRGINIA 20170

IN/RE: 781-783 ALTERATION/ADDITION TO OPEN AIR PASSAGE WAY FRONT FAÇADE

Dear Members of the Historic District Review Board,

We are proposing to relocate the current front façade elevation at the 2nd story level. The current elevation was approved with HPRB 18-09 (exhibit 1). This approval was for the storefront enclosure on the first floor to connect 781(BREEZE) & 783 (M-20). The approval was also for a new standing seam metal roof to extend over existing side entry door. The detail associated with this application shows the existing conditions of the 2nd floor front façade. The front façade had not changed since the original renovations occurred in1995. I have attached photos from an appraisal on property located at 781-783 Station Street, Herndon, Virginia 20170. The appraisals were performed in 1996, 2004 and 2008 and are the source of the photos.

We propose to construct a 2nd floor addition over the current passage way. The addition would start approximately 10' from the face of 781 & 783 Station Street. The addition's dimensions would be approximately 6'4"x24'. The addition would connect at the 2nd floor level of 781 Station Street and would serve for storage or the future construction of a bath to accommodate an office use. The side window on 781 Station Street would be removed and the opening enlarged for passage into the new space and would be interior. The addition would not go all the way back to the current façade approximately 50' from front of building. We are keeping the light penetration for the current kitchen area at 783 and dining area at 781 and standing seam metal roof.

We have chosen to start the addition approximately 10' from the current front façade of 783 Station to preserve the window on the side of 783 Station Street and allow for the light to penetrate the space on the 2nd floor of 783 Station

JAMES BUILDING DEVELOPMENT LLC
STEVEN D MITCHELL/MANAGER
1291 MONROE STREET
HERNDON, VIRGINIA 20170

Street. You may see the window location on the *JBD-FRONT VIEW-781-783-1996 PHOTO FROM 1996 APPRAISAL.*

The existing windows will be relocated forward to the new front façade. The front façade elevation and materials will be of the same texture and detail of the front façade prior to the construction for the standing seam metal roof. At this time, we do not want to extend the shed roof. This may be part of future expansions such as a deck to access the current open patio on 781 Station Street.

The materials used were 1x4 primed trim wood, ½" primed plywood and a standard OG to create a paneled look as seen in the photos. The wood windows are close to impossible to get and thus we will relocate to new front façade.

As a side note, I have attached a photo of the building circa 1995 pre renovations. This will show how far we have come and still maintain the unique character of the Downtown. This has been accomplished with the assistance of the Boards and staff at the time of all the different applications.

Thank You for your time and consideration. We look forward to working with the Board and staff to keep the balance of old with our eye on the future to accommodate the business environment in Downtown.

James Building Development LLC
Steven D Mitchell/Manager

Steven D Mitchell/Manager

P.S. Known past HPRB cases and approvals:
#95-18, #95-20, #95-21, #95-42, #97-02, #98-01, #98-02, #98-21, #03-25, #05-05, #05-20, #07-19, #09-13, #09-19, #11-07, #13-23, #13-32, #16-21, #18-09, #20-006

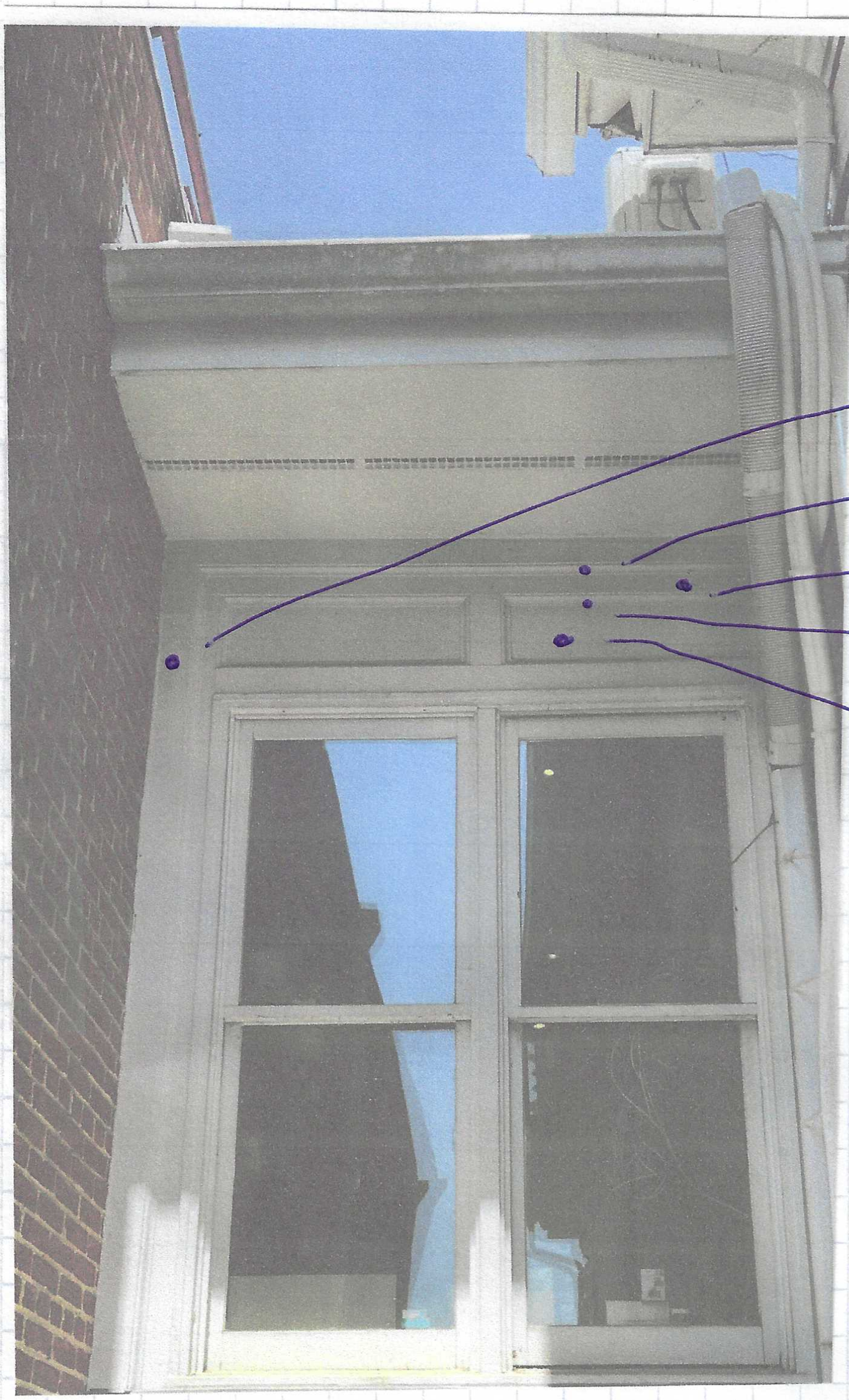
Monroe1291@aol.com
703-966-2576

SITE LOCATION – FAÇADE

Case: HPRB #18-09

ADDITION CONNECTED @ 2ND FLOOR LEVEL OF 781 STATION ST. ABOVE EXISTING I BEAMS

ADDITION WILL EXTEND TO APPROX 1 TO 2' BELOW PARAPET WALL LINE AND HAVE A FLAT ROOF UNSEEN FROM FRONT ELEVATION



TRIM - DETAIL MATERIAL

1x4 PRIMED & PAINTED

OG PRIMED & PAINTED

1x4 PRIMED & PAINTED

OG PRIMED & PAINTED

PRIMED 1/2" SHEATHING

WINDOWS

WOOD

28" x 72"

1 OVER 1

w/ BRICKMOLD

SET 30" OFF OF FLOOR - PANELS UNDER WINDOWS WILL MATCH ELEV.

MEANS & METHODS

BUILD FRONT & REAR WALLS w/ 2x6 CONSTUCTION EXTEND SOFFIT TO FRONT ELEVATIONS. THIS MAKES FRONT FACADE 10' BACK FROM FRONT ELEVATIONS

PHOTOGRAPH ADDENDUM - SUBJECT PROPERTY

Borrower Steven D. Mitchell File Number CBC11256.SDM
Property Address 781 and 783 Station Street
City Herndon County Fairfax State Virginia Zip Code 22070
Lender Community Bank of Northern Virginia

FRONT VIEW
783 Station Street

REAR VIEW
783 Station Street

Attachment #7

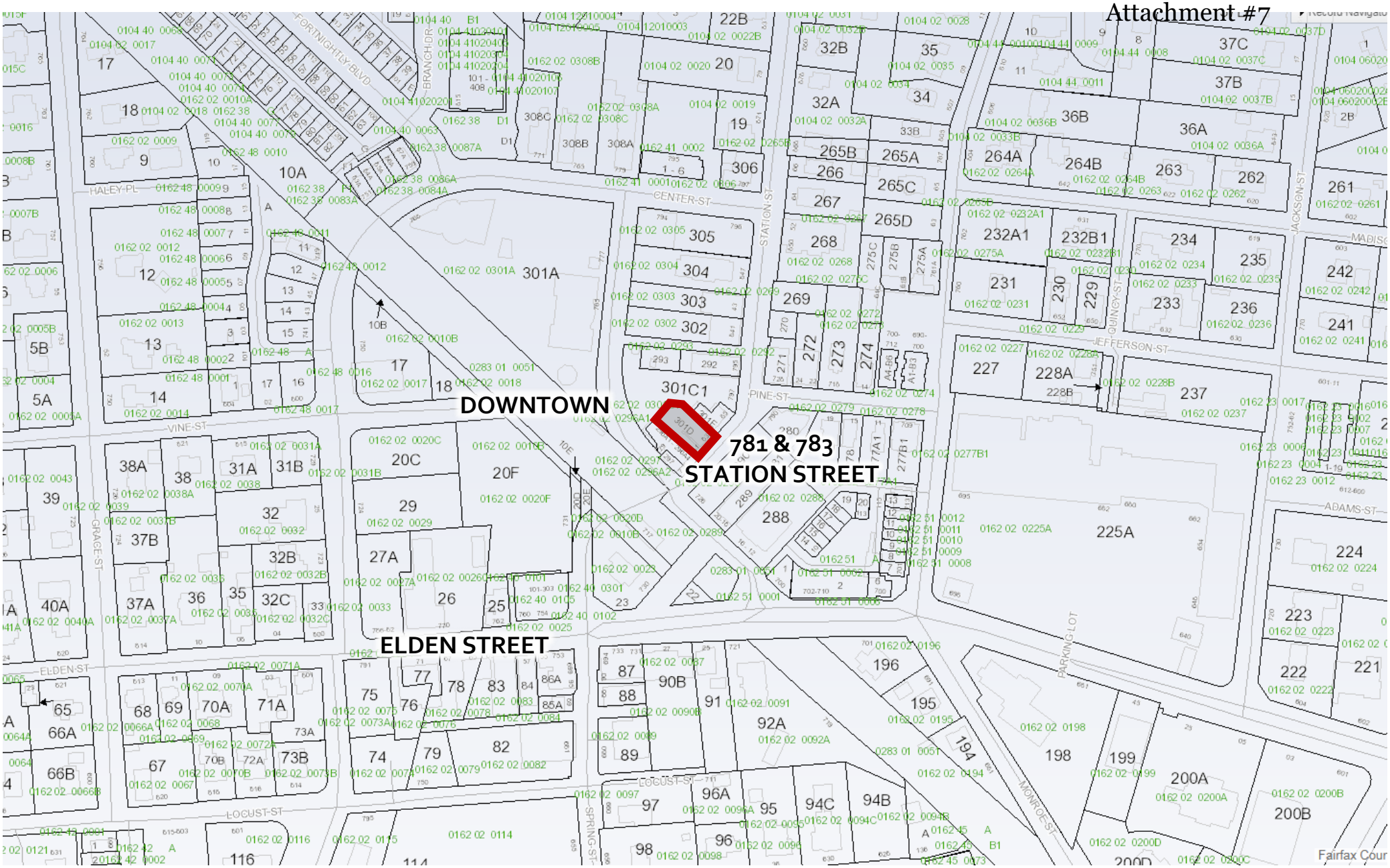
TOWN OF Herndon VIRGINIA

Heritage Preservation Review Board Case HPRB #18-09

Public Hearing

June 18, 2018

Attachment #7



SITE LOCATION - VICINITY MAP

Case: HPRB #18-09

N

TOWN OF Herndon

Map prepared by Town of Herndon Department of Community Development

Image source: Fairfax County Property Tax Map Viewer

SITE LOCATION – AERIAL PHOTO

Case: HPRB #18-09

N

TOWN OF Herndon

Imagery prepared by Town of Herndon
Department of Community Development
Image source: Google Earth © 2018

SITE LOCATION – FAÇADE PHOTOS

Case: HPRB #18-09

TOWN OF Herndon

Imagery prepared by Town of Herndon
Department of Community Development
Image source: Town of Herndon
Department of Community Development

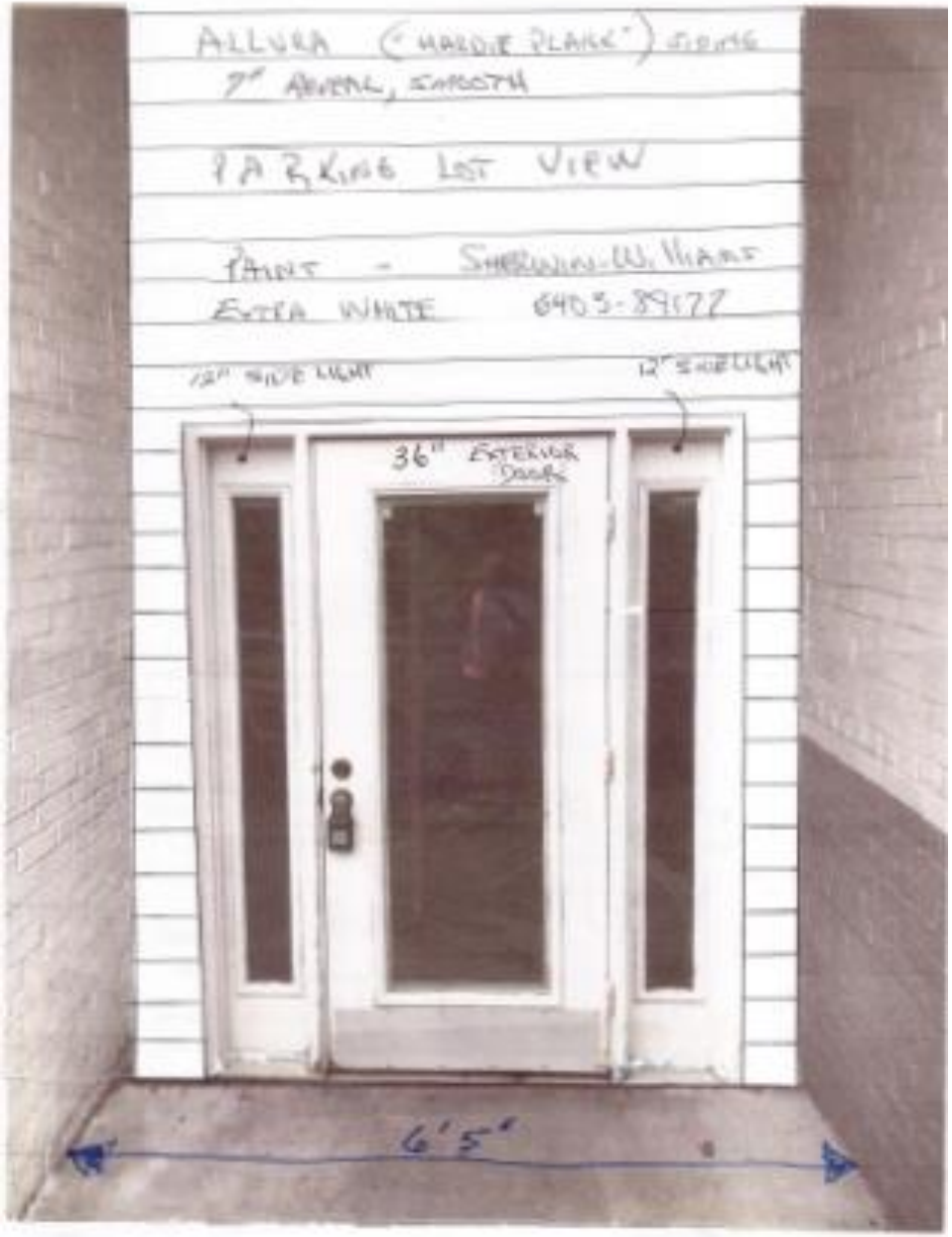
SITE LOCATION – FAÇADE PHOTOS

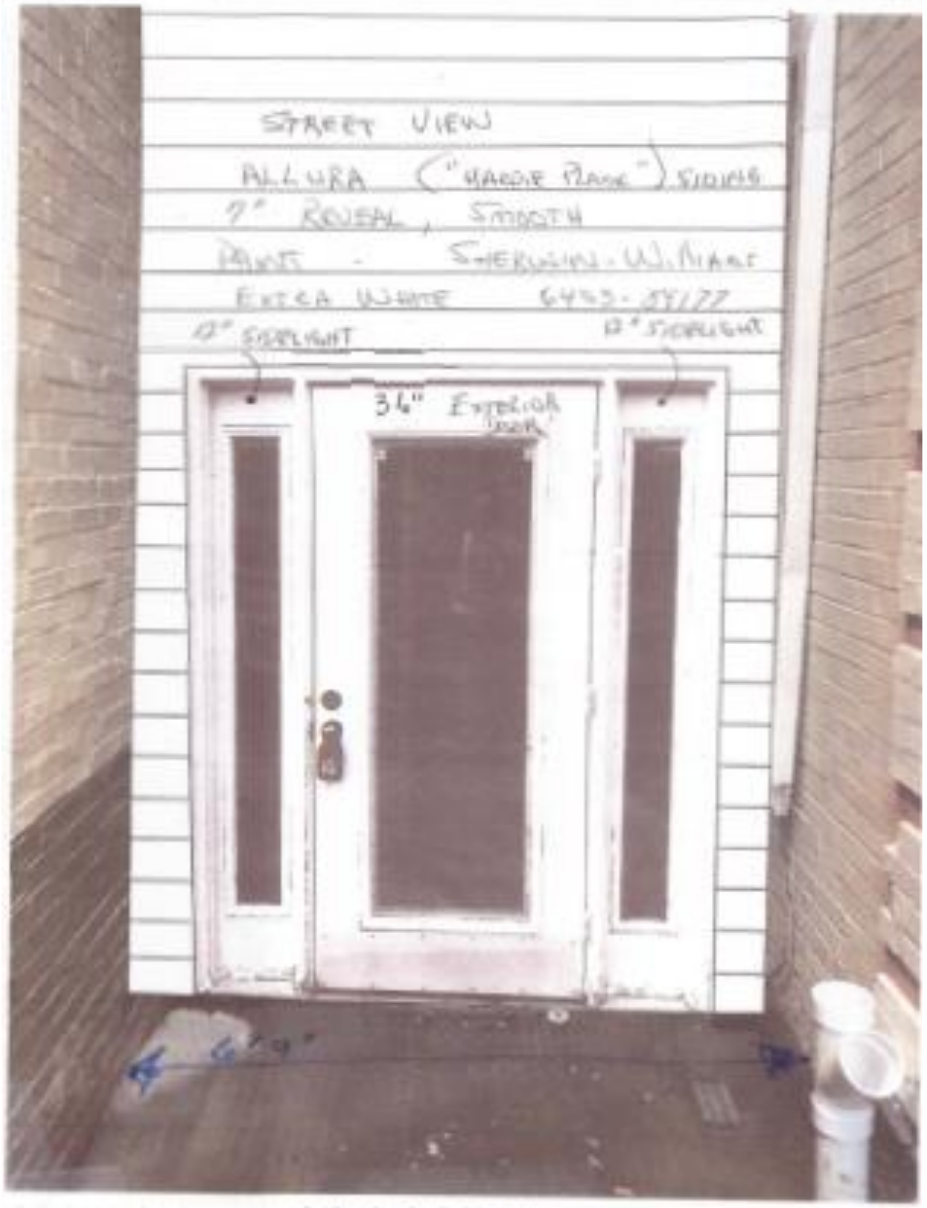
Case: HPRB #18-09

TOWN OF Herndon

Imagery prepared by Town of Herndon
Department of Community Development
Image source: Applicant Submission

Attachment 5 Attachment #7





PROPOSED ELEVATIONS

Case: HPRB #18-09

TOWN OF Herndon

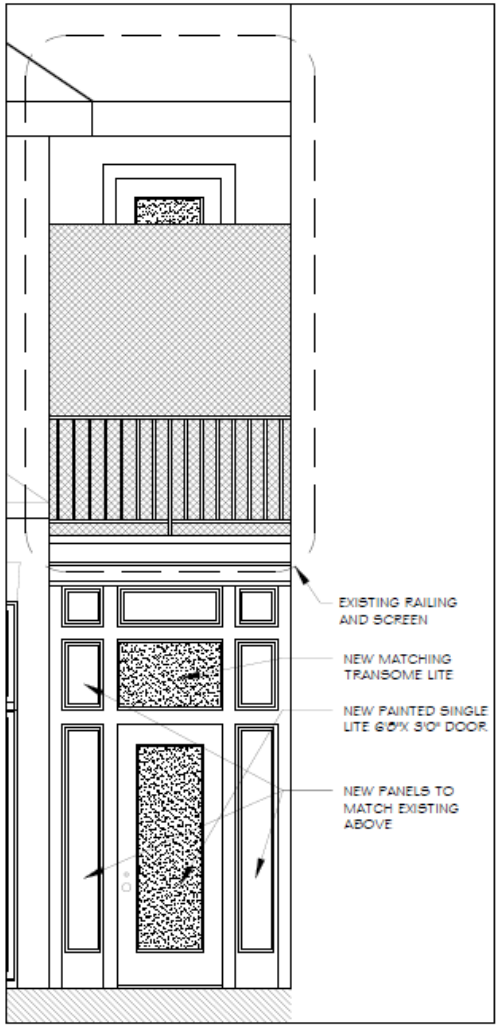
Imagery prepared by Town of Herndon
Department of Community Development
Image source: Applicant Submission

Attachment #7

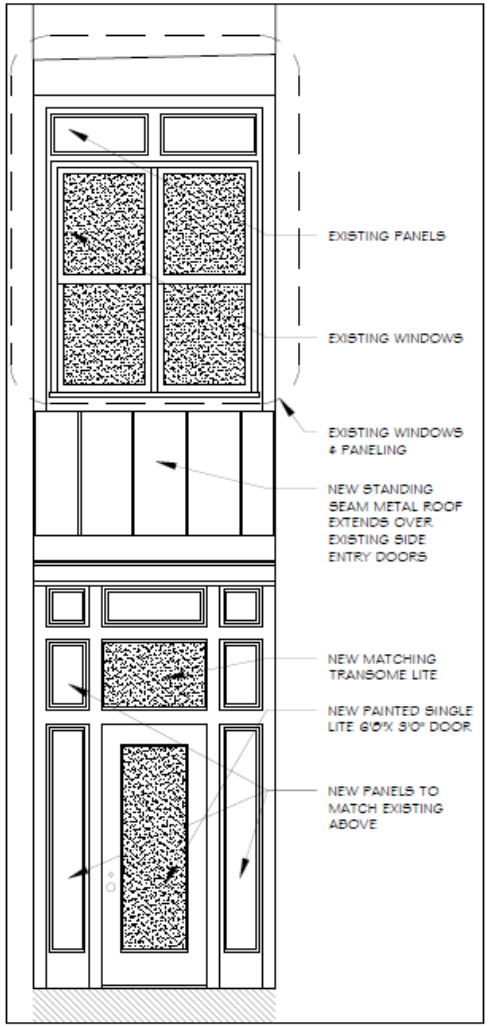
PROPOSED WORK:

1 BUILD TWO NEW DOORS AT EXISTING PASSAGE INCONFORMANCE WITH PLAN BELOW.

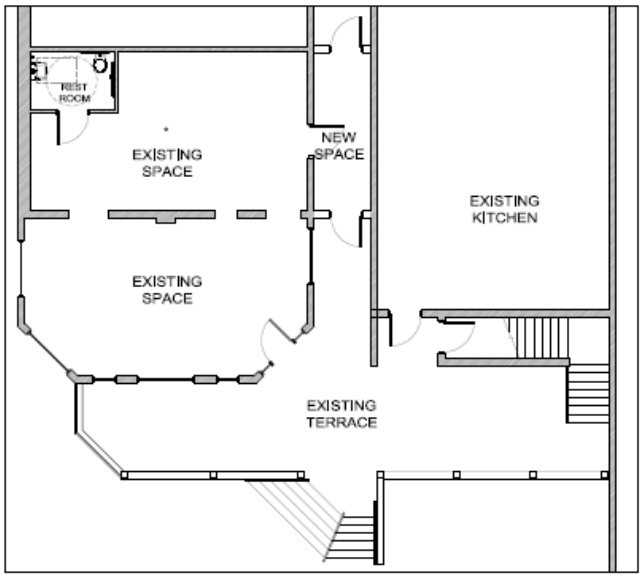
2 SINGLE LITE DOORS WITH MATCHING TRANSOMS AND PAELED WALLS TO MATCH EXISTING.



DOOR AT LYNN ST



DOOR AT A STATION ST



EXISTING PLAN OF JAMES BUILDING TERRACE
SCALE: 1/8" = 1'-0"

THE JAMES BUILDING

781 & 783 STATION ST, HERNDON, VA

JUNE 18, 2018

V M ARCHITECTURE P L L C
8002 ILIFF DR, DUNN LORING, VA 22027
VMARCHITECTURE.COM 703 868 7677

PROPOSED ELEVATIONS - REVISED

Case: HPRB #18-09

TOWN OF Herndon

Imagery prepared by Town of Herndon
Department of Community Development
Image source: Applicant Submission

FAN BREEZE
2 HR PARKING
9AM-5PM
MON-SAT
OPEN
HBR
HERNDON BESTON YOUTH BASEBALL
REGISTER NOW
herndonbaseball.com

MILE 20
BREEZE

Hot
FRESH BAKED
BREAD
FREE
SLICES
STOP

LYNN
A91 PYG

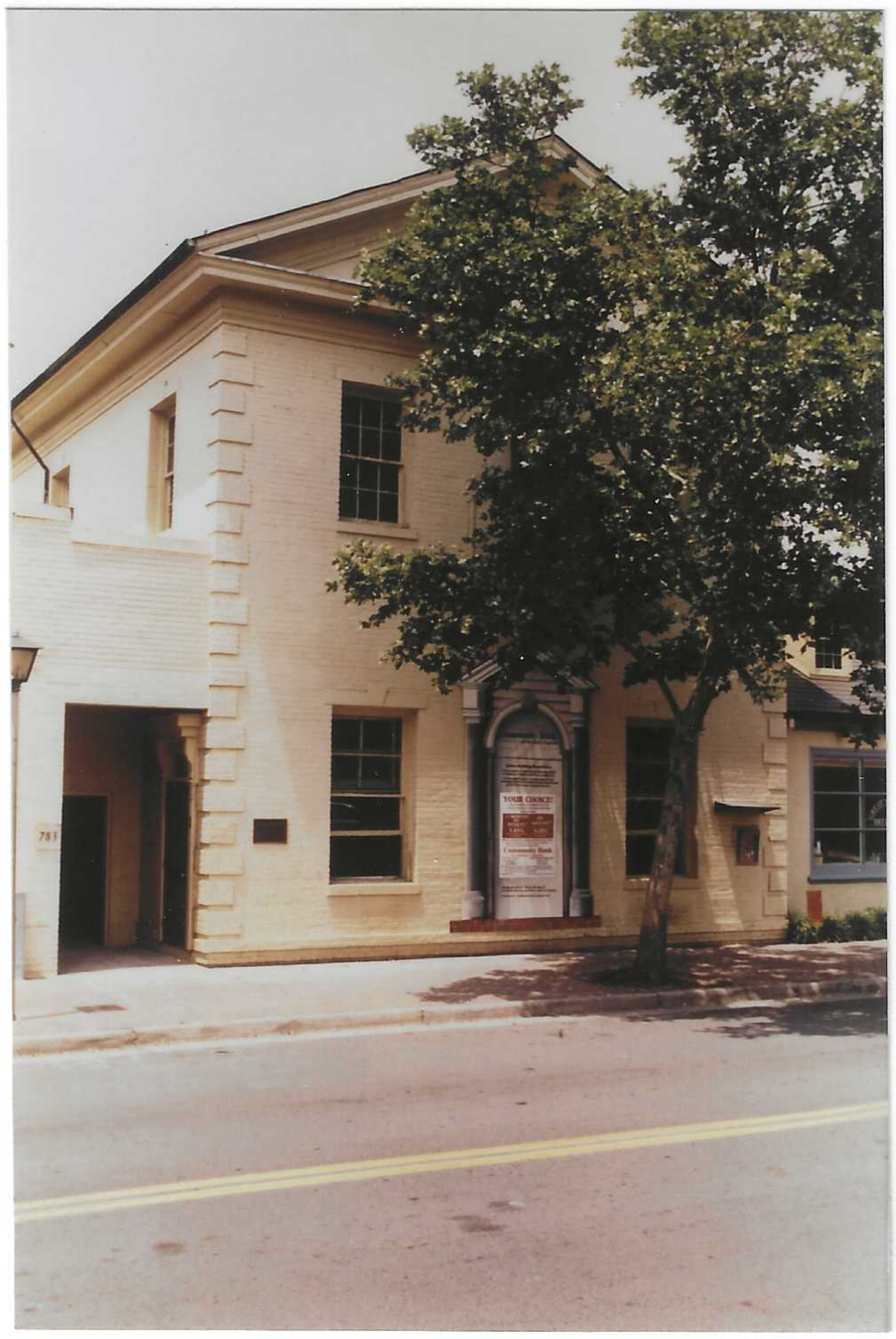
PHOTOGRAPH ADDENDUM - SUBJECT PROPERTY

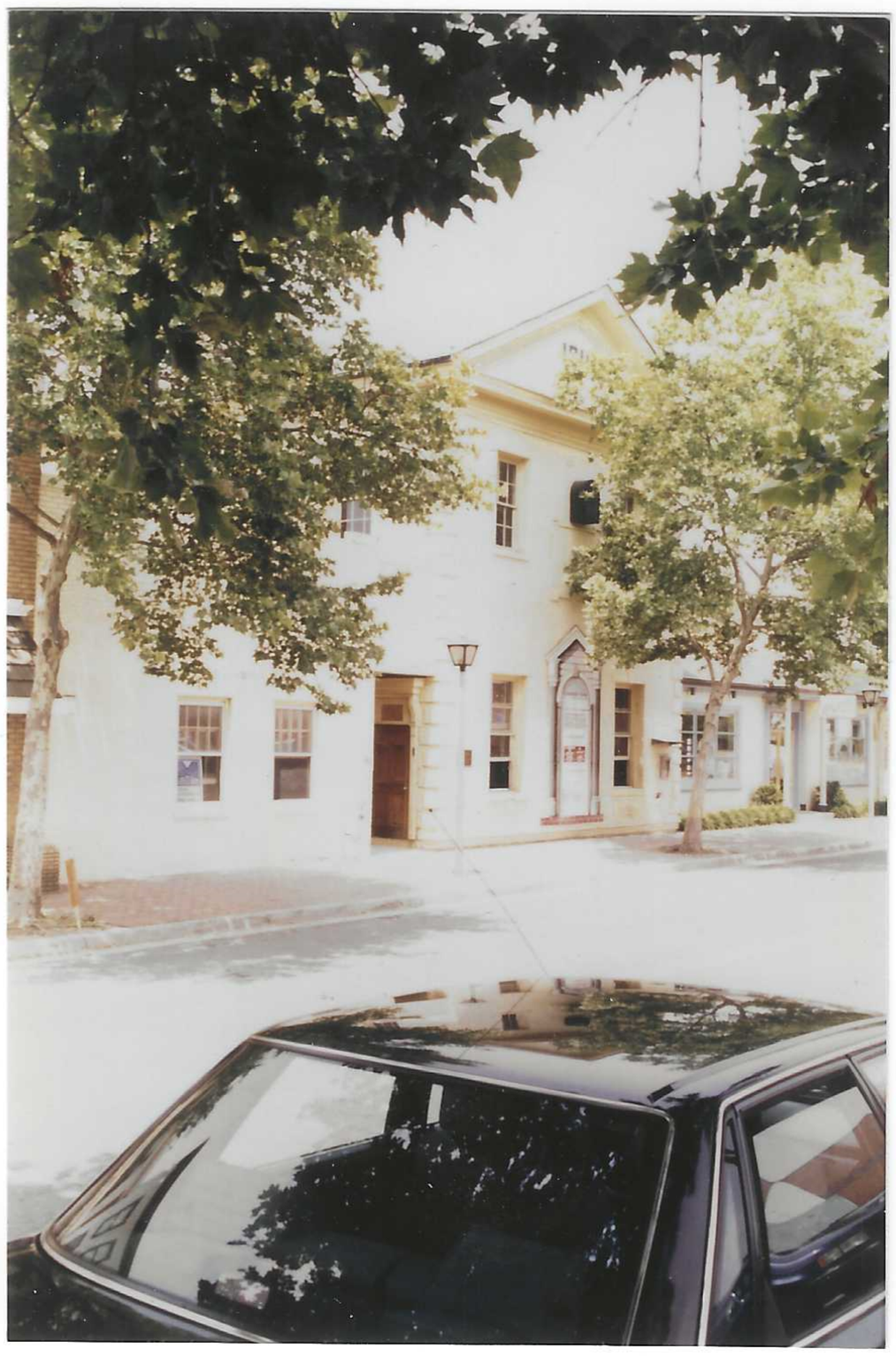
Borrower Steven D. Mitchell File Number CBC11256.SDM
Property Address 781 and 783 Station Street
City Herndon County Fairfax State Virginia Zip Code 22070
Lender Community Bank of Northern Virginia

SITE VIEW - FRONT
781 & 783 Station Street

SITE VIEW - REAR
781 & 783 Station Street

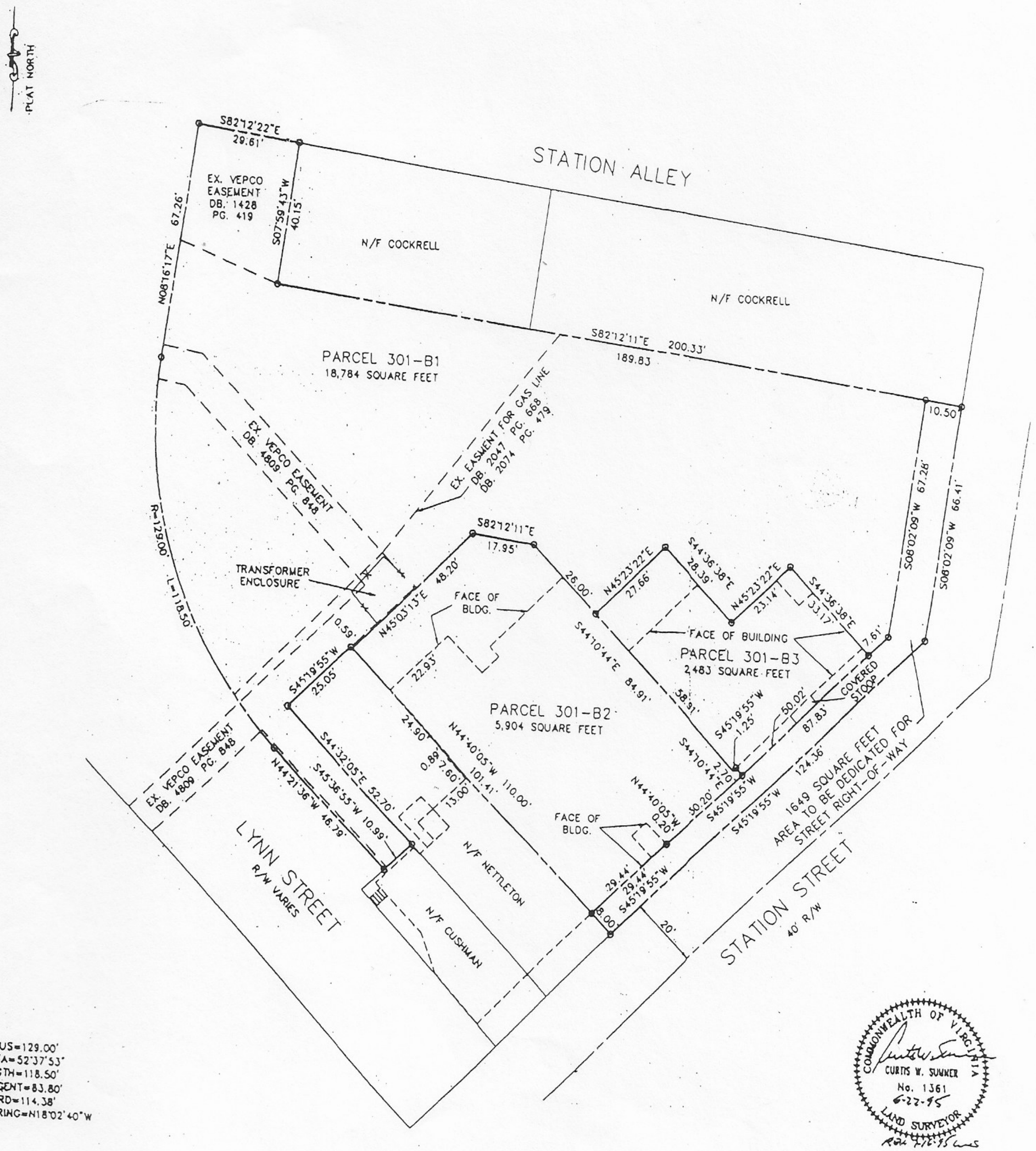
SYLVANA'S
Restaurant
STYLISTS





THE JAMES BUILDING
781 AND 783 Station Street
Herndon, Virginia 20170

PROPERTY SURVEY



RADIUS=129.00'
DELTA=52°37'53"
LENGTH=118.50'
TANGENT=63.80'
CHORD=114.38'
BEARING=N18°02'40"W

COMMONWEALTH OF VIRGINIA
CURTIS W. SUMMER
No. 1361
6-22-95
LAND SURVEYOR

PHOTOGRAPH ADDENDUM - SUBJECT PROPERTY

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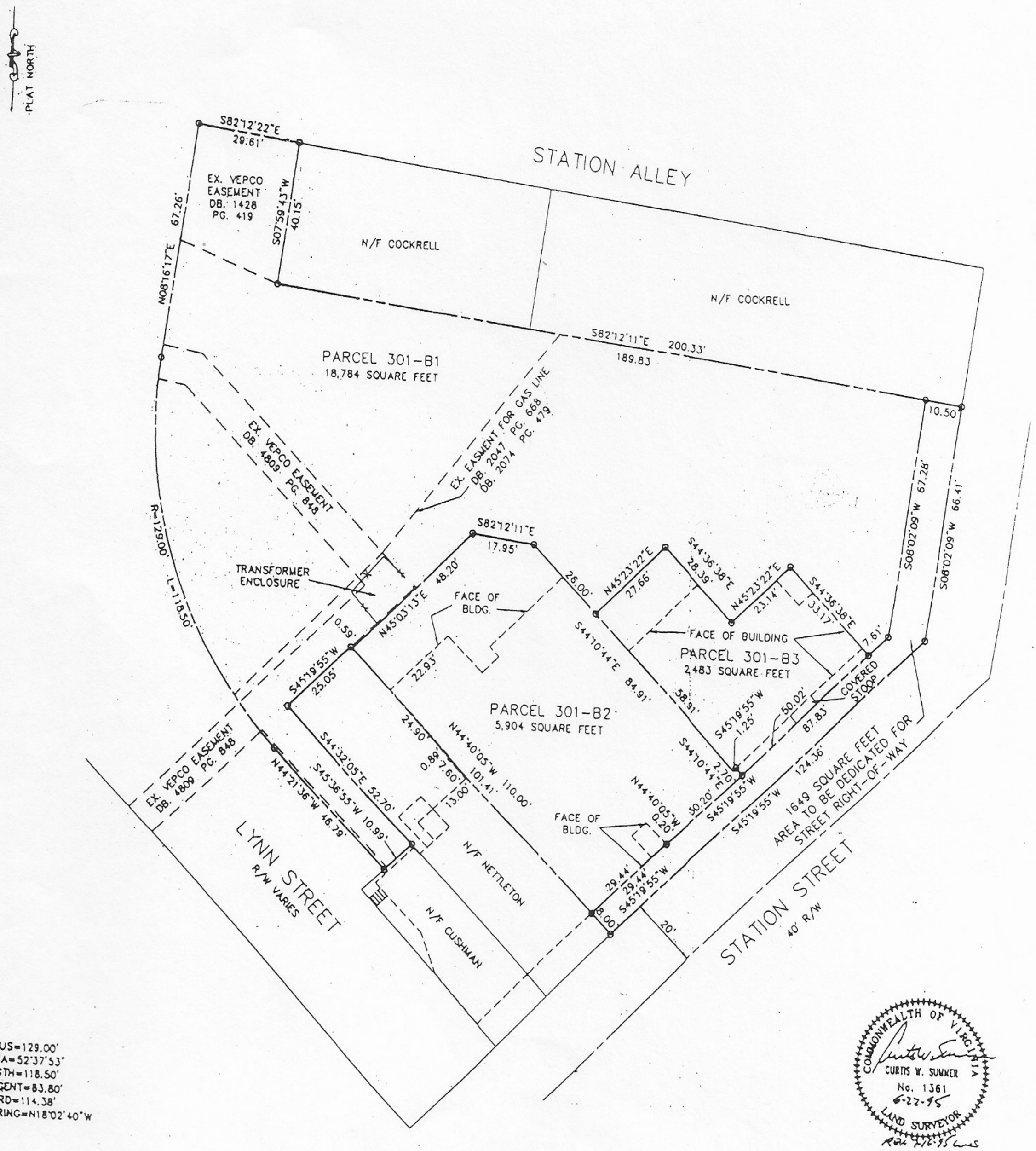
SITE VIEW - FRONT
781 & 783 Station Street

SITE VIEW - REAR
781 & 783 Station Street

THE JAMES BUILDING
781 AND 783 Station Street
Herndon, Virginia 20170

PROPERTY SURVEY



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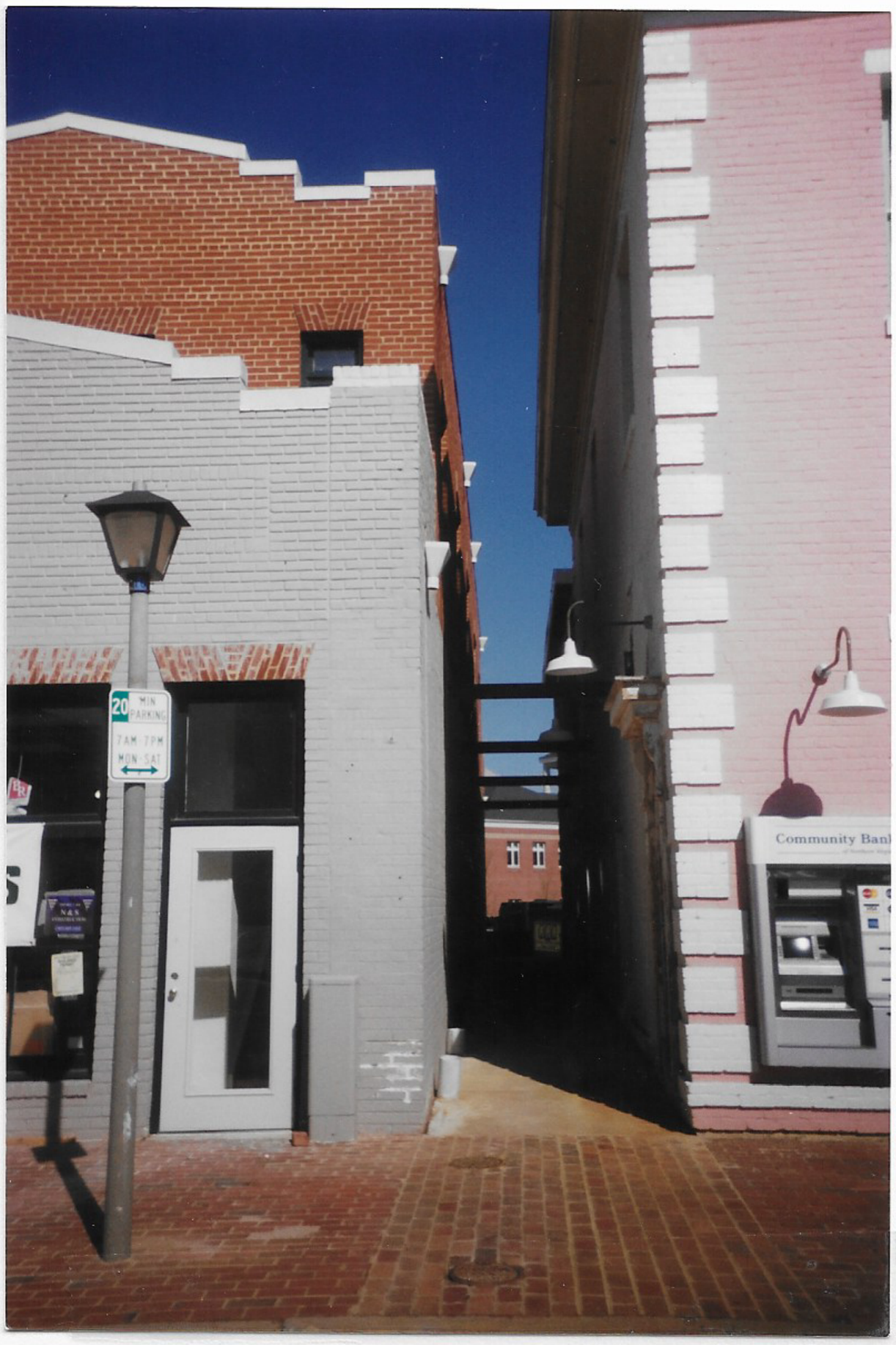

FRONT ELEVATION
PRE - CONSTUCTION
CIRCA 1995

PASSAGE WAY
POST DEVELOPMENT
W/STEEL I-BEAMS
CIRCA 1995-96

Attachment #13