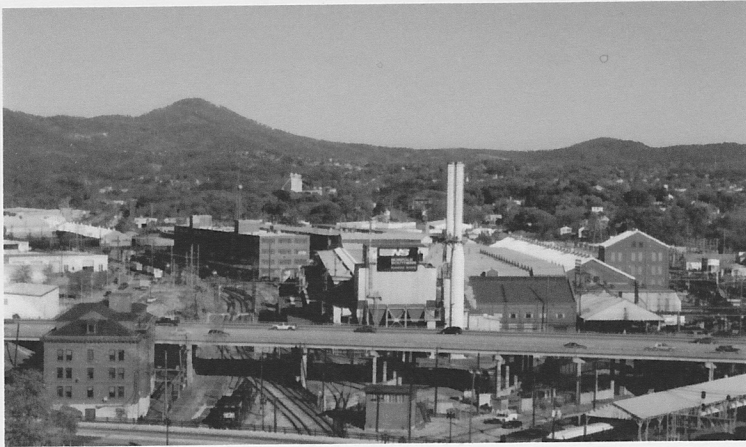


RAILWAY SHOPS LEAD ENDANGERED SITES LISTING

Unused Norfolk Southern Railway shops, the railroad's Motive Power Building, an old Mount Pleasant home and Southeast neighborhoods in the path of proposed Int. 73 as well as the view of Read Mountain head the 2001 Endangered Sites list of the Roanoke Valley Preservation Foundation.



Norfolk & Western Shops

Since 1996, the organization has called attention to structures and natural resources at risk because of neglect or development. When feasible, possible remedies are included.

In the spring, the foundation makes awards for successful restoration or preservation projects.

The foundation compiles the Endangered Sites list to emphasize preservation

values and to encourage local governments and developers to include the economic advantages of preservation in planning. Ten sites and environmental features are on the current list.

The status of earlier endangered sites is updated also.

The 2001 list:

NORFOLK SOUTHERN RAILWAY SHOPS, MOTIVE POWER BUILDING

Since the Norfolk Southern Railway established its headquarters in Norfolk in 1982, operations in Roanoke have steadily declined, except for the jobs remaining in the 1992 downtown office building. Many jobs in the sprawling shop complex and the Motive Power Building have been lost through transfers, layoffs or buyouts. Although much of the shops space is unused and appears to be endangered, Norfolk Southern has no present plans to



Motive power Building

dispose of the property or to bring the buildings back to full use, according to Susan Bland, a NS spokesperson at the Norfolk headquarters. Some of the unique industrial buildings could be rehabilitated for mixed use, such as loft offices or apartments.

Parts of some of the original shop structures date from as long ago as 1882-1885 but most buildings have been modified or enlarged. The paint shop, foundry and other buildings went up in 1907-11 and some were enlarged in the 1910-25 era. The three-story Motive Power Building, completed in 1911, is vacant. For more than 80 years, hundreds of steam engines and thousands of coal hopper cars were built in the East End Shops of the Norfolk & Western Railway. Coal cars once were built here by Norfolk Southern, successor to N&W.

READ MOUNTAIN AND OTHER PEAKS



Read Mountain

Read Mountain faces encroaching development and the threat of clear-cutting but a new grassroots Read Mountain Alliance is seeking broad support to keep the mountaintop unscathed. In addition to this model citizen program, an ordinance designed to protect mountains is being prepared in Roanoke County. More easements and covenants are needed to protect the valley's views of Read, Tinker,

Fort Lewis, 12 O'Clock Knob, Bent, Mill, Roanoke, Windy Gap mountains, MacAfee's, Mason's, Stewart's and Weaver's knobs. They are a major asset and a prime reason many people live in the Roanoke Valley. Clearcutting of timber on Stewart's Knob, east of Vinton, has raised public awareness of the importance of protecting our mountains.

FIRST STREET BRIDGE

The First (once Henry) Street, Northwest, bridge over the Norfolk Southern Railway tracks has lost part of its stone foundation to the new parking garage under construction on the north side of the railroad. A proposal to limit the bridge to pedestrian traffic would demolish the southern inclined part of the bridge into downtown. The best use would be to allow vehicular traffic to travel across the bridge.



First Street Bridge

Built in the late 1800s, the bridge is the only remaining connection from the 19th century linking downtown Roanoke and the area north of downtown. Although its center portion was raised several years ago to accommodate higher rail traffic, the bridge retains most of its original ironwork railings, trusses and massive limestone piers and abutments. Once railroad property, it is currently owned by the City of Roanoke.

KINZIE BARN



Kinzie Barn

An old German style bank barn, used by the Layman and Kinzie families in Botetourt County probably since the early 1830s, is in disrepair. The owners, Virginia and Cornelius Visser, say they have no plans to improve or maintain the building, located on U. S. 11, just east of the Troutville truck stop. The three-level, four-bay, gable roof barn was last used by Mrs. Visser's father, Joseph G. Kinzie, before his death in 1977. Early German

Baptists and Dunkers are said to have held services in the barn in the 1830s.

The barn, typical of those built by German settlers in Pennsylvania and throughout the Shenandoah Valley, is certainly one of the earliest structures of its type in the Roanoke-Botetourt area. A large shed was added before 1917. Interstate 81, motels, restaurants and truckstops have encroached on the Visser-Kinzie property. The barn, featuring hand-hewn timber, hand-planed tongue and groove sheathing boards, 18-inch floor boards and hand-forged door hardware, could be saved by timely restoration.

GREEN RICHARDSON HOUSE

The 1830s Green Richardson House stands on an 18th century farm lying within the proposed I-73 corridor in the Mount Pleasant neighborhood of eastern Roanoke County. Jannet Richardson Turner, the owner, said the property has been in the family since her great-great-grandfather Robert Richardson obtained a 280-acre tract in 1792 and left it to his son, Green Richardson, in 1844. A porch was added in the early 1900s. The house has a detached log kitchen and an early timber



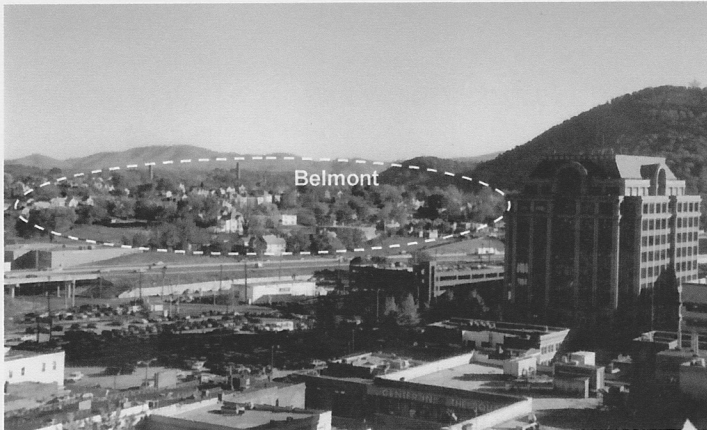
Green Richardson House

frame barn, both about the same age as the house. The Richardson home, one of the oldest brick houses in the county, has a molded brick cornice, Flemish bond brickwork and

Federal style interior woodwork. The log kitchen may be the best-preserved building of its type in the Roanoke Valley.

The planned highway avoids the Richardson house and its outbuildings but it will run very near them, bisecting the farm. A Virginia Department of Transportation spokesman said mitigating measures, such screening or buffering or berms could lessen any adverse effects of the highway.

BELMONT, RIVERDALE BUILDINGS IN PATH OF INT. 73



Belmont Neighborhood

The proposed routing of Interstate 73 through the Belmont and Riverdale neighborhoods in Southeast Roanoke will be near a number of historic structures. A study found that the Belmont section south of Tazewell Avenue, east of Interstate 581, contains many pre-1900 houses but the area narrowly missed eligibility for landmark status. The Riverland section, south of the Roanoke River, at the foot of Mill Mountain, was determined

eligible for an historic district. The threat of neighborhood deterioration will increase if the highway is built through these sections.

Noise studies will be conducted to determine the sound impact and tree planting will be studied as a mitigation factor, the VDOT spokesman said.

ROANOKE RIVERBANKS

Public land along the Roanoke River should be cleared for access and use as open playfields. Areas such as the overgrown riverbank behind the City Department of Parks and Recreation offices on Reserve Avenue face neglect, as well as development in the planned Biomedical Institute program. River access in the area southwest of Victory Stadium is limited. The biomedical plan includes greenway provisions. The Army Corps of Engineers plans a major flood control project, including five sloping wall structures along the river.



Roanoke Riverbank

FRED GROSS HOUSE



Fred Gross House, Vinton

The two-story, gable-roofed frame house and outbuildings of the late Fred Gross, a Vinton banker and farmer, have suffered from disrepair and neglect. The farmhouse, dating from the mid-1850s, is located on Mountain View Road, east of Vinton. The property, including a log meathouse and other dependencies, is still owned by the Gross family. Although the structure has begun to deteriorate in recent years, it is very much intact, and could yet be restored.

SOUTH SALEM BOARD AND BATTEN HOUSE

A one-story board and batten cottage located on Norfolk Southern Railway property on South Broad Street in Salem is one of the few remaining examples in the Roanoke Valley of this once popular style of architecture. The middle section, the oldest part of the home, was built in the latter part of the 19th century, according to Rhonda McCray, the current resident. Two other sections, each with separate entrances, were added later. In the 1930s, her grandfather, Nathan McCray, a railway employee, bought a permanent lease on the building, once used as a Norfolk and Western Railway section house. A single side rail remains on the property.



Board & Batten House, Salem

Ms. McCray has maintained many of its features and she said she would like to preserve the house but she cannot afford the needed painting and weatherproofing.

NEIGHBORHOOD COMMERCIAL BUILDINGS



7th & Montrose Avenue, SE

A former neighborhood grocery store on the northeast corner of 7th Street and Montrose Avenue, SE, is an example of a commercial building located in the middle of residential use. Corner stores like this were once commonplace in neighborhoods but residential zoning often excludes new businesses from locating in these buildings. Consequently, many such buildings remain vacant and could fall into disrepair. Zoning policies are needed to encourage reuse of neighborhood commercial buildings in ways that are compatible with the surrounding community.

UPDATE OF PREVIOUS ENDANGERED SITES

1996

N&W General Office Buildings —The new Higher Education Building occupies the former General Office Building-North and work is under way on construction of apartments named Shenandoah Crossing in the older General Office Building-South.

Southeast neighborhoods —Occasional restoration and renovation projects have occurred but no major effort has been undertaken to save significant structures.

City Cemetery —Volunteers from the Preservation Foundation have repaired more than 30 vandalized stones but much work remains to be done.

Claytor Clinic —The former office building in the Gainsboro area remains vacant.

Mountain views —Communication towers have been built on Tinker Mountain and other peaks but a Roanoke County ordinance now being prepared is expected to limit this construction.

Stokes House —No restoration or reuse has been reported for this once fine home off Plantation Road.

Shenandoah Hotel —Center in the Square bought the building and restored it handsomely for use by Mill Mountain Theatre's actors' living quarters in the upper floors and retail space for the Twists & Turns store on the ground level.

Harris Farmstead —This old home on U. S. 220 south, near Poages Mill, remains in danger from proposed highway construction.

Burke Cabin —Remains at risk on the grounds of Monterey, an old Salem home now in the hands of the Catherine Burke estate.

Roanoke River headwaters —No major protection of the river has occurred but more people are aware of the pollution problems and the values of the stream.

1998

Elizabeth Campus of Roanoke College —Despite environmental opposition and a court challenge by environmentalists, the City of Salem built a 2.5-million gallon water tank on a hilltop adjacent to the Elizabeth Campus.

Moses Store —The former neighborhood grocery in the Gainsboro neighborhood remains vacant.

Loebl Cleaners and Dye Works —This old structure on Salem Avenue remains vacant.

Central Manufacturing Co. —This interesting reminder of an early Roanoke industry remains vacant and in danger on Shenandoah Avenue.

Cave Spring and the Gale home —The construction of a new high school nearby and more traffic continue to threaten this 1870 brick home.

First Baptist Church, Salem —Salem's oldest African-American church, built in 1867, still has an uncertain fate.

Howbert House —The owner razed this near-200-year-old home on Salem Turnpike more than a year ago but the site has not been used.

Old cemeteries —Early cemeteries, especially smaller family burial places such as the McClanahan Cemetery in Northwest Roanoke, face continuing problems of upkeep and the threat of vandalism.

Belmont Neighborhood —One of Roanoke's oldest working-class neighborhoods now faces the threat of an interstate highway in addition to the earlier risk of poor maintenance of older homes.

Mountain viewscapes —The threats to mountain vistas of a proposed high-voltage power line, cellular telephone towers and clearcutting continue as they have for several years.

Roanoke River —The river vista remains at risk from the loss of trees from construction of a sewer line and a major flood reduction project that includes the use of riprap, broken stone, along the banks.

1999

Victory Stadium —Plans for a new stadium north of Orange Avenue apparently number the days of the old stadium on Roanoke River.

Ebony Club —Plans have been proposed for use of this old, vacant building on First (once Henry) Street in Northwest Roanoke.

Recreation centers —Budget constraints apparently have prevented improvements to four old buildings located in city parks.

Trees —Some have been planted but more are needed to make up for long-standing deficits.

Roanoke Red Sulphur Spring cottage at Catawba Hospital —This reminder of 19th century activities at mountain spas remains at risk.

U.S. 220 corridor in Botetourt County —The area from Int. 81 north grows increasingly cluttered by unplanned commercial development.

Brown-Preston-Cole home on West Main Street in Salem —Construction of a service station on the west side of this 19th century home increases its risk.

Leas & McVitty Tannery water tank —This reminder of Salem's industrial history continues at risk in a commercial environment.

Nestlebrook —The old Horton home on 24th Street, NW, remains in danger.

White House Galleries —The former Pinkard home on South Franklin Road has been razed.

Roanoke Valley air —The threat of polluted air for people, vegetation and buildings apparently has not been lifted. No recent technical evaluation has been reported.

Valley trees —The threats of insects, disease and air quality have been studied but no significant improvements have been noted.

Loss of downtown buildings for surface parking —Roanoke's Vision planning process is trying to locate parking in less productive areas.

Virginian Railway Passenger Station/feed store —The Preservation Foundation is actively working on a plan for possible use of the burned structure by a railway historical group.

Adams, Payne & Gleaves Livery Stable —Continues in use for storage by Virginia Scrap Iron on South Jefferson Street.

Impact of Int. 73 on an historic district such as Clarke Avenue in Old Southwest —The favored route of Virginia Department of Transportation will take the highway to the east from the Int. 581 corridor, avoiding a threat to Clarke Avenue.

Grandin Theater —A group of supporters is working on a plan to save the city's oldest remaining movie house in the Virginia Heights section but the owner has reported a closing date.

Brubaker-Huffman Home —The 1851 brick home near Hanging Rock continues to be threatened by commercial development along Interstate 81.

Howbert House archeological site —No work has been done on a potentially valuable archeological site of the two-century log home on Salem Turnpike.

Wiley House —The Queen Anne house next to the expanded Salem Post Office has been moved.

Pleasant Grove —Plans for a highway widening in West Salem were revised to remove a threat to the 1853 brick home.

DR Music Center —This Vinton commercial building, once a bank, continues in operation with no plans for restoration.