



# **Virginian Railway Station Restoration**

## **Business Plan**

**November 15, 2008**

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**Business Plan**

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## **Business Plan**

### **I. Preface and Summary**

#### **A. Preface**

This business plan was prepared by the Virginian Railway Station Restoration Committee for presentation to government agencies and bodies, corporations, fund managers and potential tenants in evaluating the potential for Restoration and long-term use of the station. The Committee is composed of members from the two sponsoring organizations, the Roanoke Chapter, National Railway Historical Society and the Roanoke Valley Preservation Foundation. Committee members include:

#### From the Roanoke Chapter, NRHS

Kenneth L. Miller, Former President, Eddie Mooneyham,  
James Cosby, Brian Crosier, President, Landon Gregory,  
Dewey Houck, Jim Overholser, Skip Salmon, and Jeff Sanders

#### From the Roanoke Valley Preservation Foundation

Alison Blanton, Chair of Community Activities Committee  
Kent Chrisman, David Foster, George Kegley, and Krista Vannoy

The Committee has been assisted by others including:

Dann Campbell, formerly of the Roanoke Redevelopment and Housing Authority  
Curtis Mills and Robert Manetta, Carilion Health Systems  
Rob Nieweg, National Trust for Historic Preservation  
Brian Townsend, City of Roanoke, Director of Planning, Building and Economic Development  
Beverly Fitzpatrick, Virginia Museum of Transportation  
Bruce Stockburger, Gentry, Locke, Rakes and Moore  
Barry Rakes, Architect for the project  
Henry Scholz, Realtor; Dave Hammond, Architect  
David Hill, Hunter Green and Todd Setliff, Hill Studio, and Spectrum Design.

The financial data and projections provided below were made in 2003 – 2007 by David Hill, Todd Setliff and Alison Blanton of Hill Studio, Preservation Architects. They were updated in 2008 by James Cosby.

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Barry Rakes, Architect, has completed or participated in the following projects:

Cape Fear and Yadkin Valley Railroad Depot, Fayetteville, NC  
Baird Transportation Museum, Granite Falls, NC  
Selma Union Train Station, Selma, NC  
Rocky Mount Train Station, and REA Buildings, Rocky Mount, NC.

Hill Studio has completed the following projects similar in nature to the Virginian Station project:

Southern RR train station, Keysville, Virginia  
White's Mill, Abingdon, Virginia  
Mansion House, McDowell, Virginia.

While many people contributed information, data and ideas which are included in this Plan, the Plan Editor, James Cosby, wishes to acknowledge especially the contributions made by Alison Blanton and Hill Studio, Ken Miller, Krista Vannoy, and Dann Campbell and the Roanoke Redevelopment and Housing Authority, upon whose prior work the Editor has freely drawn.

### **B. Summary**

The Virginian Railway Passenger Station in Roanoke was built in 1909.<sup>1</sup> This depot, the Virginian's most significant brick station, is one of just a handful of Virginian buildings remaining. It served as Roanoke's Virginian station until cessation of passenger service in January 1956. It was nearly destroyed by fire in January 2001 and remains vacant and damaged. The station is listed on the Virginia Landmarks Register and the National Register of Historic Places. The station is significant under Criterion A in the area of Transportation because of its contribution to the railroad industry and its facilitation of transport to and from Roanoke and under Criterion C in the area of Architecture for its unique visual characteristics and methods of construction that were used for only a brief period of time and only by the railroad industry.<sup>2</sup>

Ownership of the station was transferred by Norfolk Southern Corp., successor to the Virginian Railway, to the Roanoke Chapter of the National Railway Historical Society (the "Roanoke Chapter NRHS" in 2005). Now the Roanoke Chapter NRHS, in partnership with the Roanoke Valley Preservation Foundation ("the Preservation Foundation"), is preparing to restore this historic structure and return it to a combination of public and private use. The passenger station building will

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<sup>1</sup> Application of the Virginia Department of Historic Resources, dated December, 2002, for registration of the Virginian Railway Passenger Station in the National Register of Historic Places, at Section 7, page 1.

<sup>2</sup> TEA-21 Grant Application, 2007-2008, p. 2 and SAFETEA-LU312City application, 4-02-07, p.2.

## Virginian Railway Station Restoration

be leased to a commercial tenant (or tenants) to provide an income stream to sustain future building operations and costs. The smaller baggage and express building will be used as a museum in which the public can learn about the role the Virginian Railway played in the development of Roanoke and the state's railroad industry. Through online access it will make the archival collection of the Roanoke Chapter, NRHS, the Virginia Museum of Transportation, O. Winston Link Museum, N & W Historical Society, Norfolk Southern Corporation and the Virginia Tech N & W archives available to the public.

The station will provide the public with a comfort station and bike racks at the midway point of the Mill Mountain Greenway. The station will also serve as a gateway from downtown to the Riverside Center for Research and Technology.



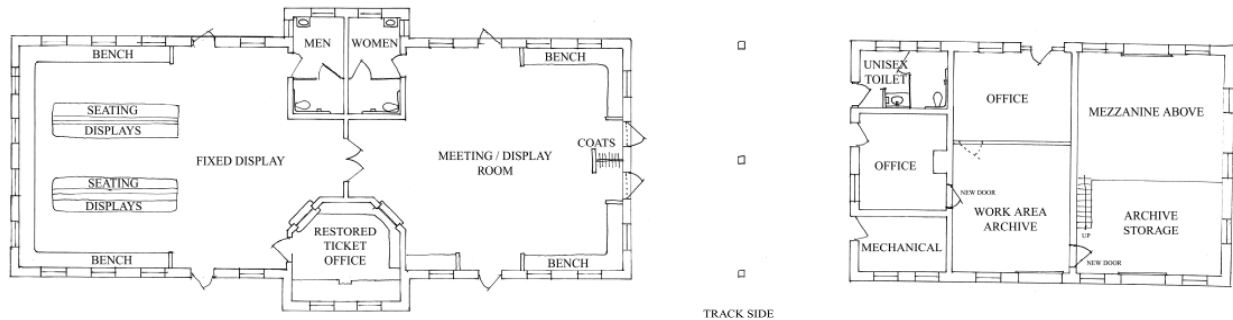
Spectrum 8-8-08

Community support for the station is strong. Immediately following the fire at the station on January 29, 2001, representatives from the N & W Historical Society, Roanoke Redevelopment and Housing Authority, National Railway Historical Society, Roanoke Valley Preservation Foundation, Old Southwest Inc., Roanoke City Department of Economic Development, Roanoke Valley History Museum, Virginia Museum of Transportation, and the Roanoke Regional Preservation Office (DHR) met on March 15, 2001 to discuss plans to repair the damaged structure. The Roanoke Valley Preservation Foundation (RVPF) and the Roanoke Chapter, NRHS lead the efforts to work with Norfolk Southern for the donation of the building to the NRHS. Public support for this project including local civic and cultural groups and citizens is strong as shown by the supporting resolutions and letters in the Appendix.

Architectural plans and specifications have been completed and are being delivered to VDOT for review. Bids for Phase I will be requested promptly upon approval of the construction documents by VDOT. The NRHS and RVPF estimate that if this grant is

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approved in the full amount of \$500,000, the restoration project can be completed in full without interruption.



The diagram above shows the proposed architectural plans for the Station.

### C. Cost and Funding:

As shown in the complete project budget attached, the total project cost is \$2,398,186 for the full restoration of the station property.

Project resources committed include the following:

Donation of station building and land (appraised value)	\$ 124,000
SAFETEA-LU 312 City grant through Valley Metro	260,186
Roanoke Chapter, NRHS	200,000
Project management by NRHS (contributed)	100,000
2005-2006 TEA-21 Appropriation	85,000
2006-2007 TEA-21 Appropriation	182,000
Volunteer labor – selective demolition (RVPF and NRHS)	3,600
Volunteer labor – landscaping (RVPF and NRHS)	2,400
Value of contributed railroad exhibits	100,000
Exhibit Design – NRHS	8,000
Exhibit Installation – NRHS	<u>4,000</u>
Sub-total:	\$1,069,186

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Project resources requested or pending include the following:

Grant requested for asbestos and lead abatement (pending)	150,000
Proceeds from sale of tax credits	779,000
New funds in this grant application (out of \$500,000 including match)	<u>400,000</u>
Sub-total:	1,329,000
Total:	\$ 2,398,186

Funding for the first (and most urgent) phase of the project: Phase One: "Acquisition and Stabilization" of the structure, including the repair of the roof, at the estimated cost of \$675,486 (\$124,000 for acquisition, \$150,000 for asbestos and lead abatement, and \$401,486 for building and roof stabilization) has been provided through the VDOT Enhancement program fiscal years 2005 – 2006 (\$85,000) and 2006 – 2007 (\$182,000). NRHS has also received a federal SAFETEA-LU 312 grant of \$260,186. NRHS has applied to the City of Roanoke for a separate grant in the amount of \$150,000 for asbestos and lead abatement which is pending. Provided that application is granted, Phase I is fully funded.

The 2009 -- 2010 TEA-21 grant application requests \$500,000 to fund the costs associated with Phase Two: Building Restoration. Match to date is provided in the value of the building (\$124,000) as donated by Norfolk Southern Corporation as well as in-kind services and cash from the Roanoke Chapter, National Railway Historical Society and the Roanoke Valley Preservation Foundation. The NRHS and RVPF estimate that if the abatement grant and the 2009 - 2010 TEA-21 grant are both approved, the restoration project can be completed without further grant funding. This estimate is subject, however, to current market and credit conditions nationally and worldwide.

The Partners recognize that raising the funds and completing the reconstruction do not make a successful or complete renovation project. They also intend to secure a reliable income-stream from building rentals to provide for building maintenance and operations without public funding for the foreseeable future. Possible tenants and rental income are addressed in the Market Analysis provided below.



## **II. Background**

### **A. The Virginian Railway Passenger Station at Roanoke**

The Virginian Railway Passenger Station is located at 1402 South Jefferson Street in the City of Roanoke at the edge of an existing Norfolk Southern rail yard. It was constructed in 1909, the same year that the Virginian Railway completed track and coal transport from Deepwater, West Virginia, to Hampton Roads, Virginia, the world's largest shipping point for coal. It is composed of two similar one-story buildings with a covered area between them. When it functioned as a station, the larger south-western building was used as a passenger station and the smaller north-eastern building as a baggage and express building. Prior to the fire that severely damaged the station in January 2001, the passenger station building was occupied by a country store known as Depot Feed and Seed. The baggage and express building was partially vacant and partially used as a storage facility. Both buildings are similar in structure and design – one-story, with solid masonry walls and hipped roofs with gently flared eaves covered with red terra cotta tiles; however, the passenger station building is larger and more stylish than the other.<sup>3</sup>

The Virginian Station occupies an excellent location for adaptive reuse. The station is a unique architectural landmark that has a strong sense of identity and is highly visible from both the Jefferson Street and the Walnut Street bridges. Located at the intersection of Jefferson Street and Williamson Road, it stands at the gateway from downtown to Riverside Center, the biomedical park currently being developed by Carilion. This development is bringing tremendous growth and investment to Roanoke on a scale that relates only to the establishment of the Norfolk & Western headquarters in the late 19th century. In addition to the biomedical park, construction is also underway to establish a new five-year medical college campus and a 250,000 square foot medical clinic across the Jefferson Street bridge from the station. To the north of the station, plans to renovate the Virginia Can Company complex (Heironimus Warehouse) for adaptive reuse are underway as well. The Virginian Station is strategically located along the greenway system at the juncture of Smith Park, Mill Mountain, and the segment connecting Williamson Road to downtown. The station's location at the base of the Walnut Avenue bridge is also advantageous as Walnut Avenue serves as an access point for the Blue Ridge Parkway and the Mill Mountain Zoo, both of which bring tourists to the Roanoke valley and into Roanoke by way of Walnut Avenue. The Virginian Station is a unique building located at a prime site for access, visibility and activity.

Additional facts and a plat are provided in the Appendix.

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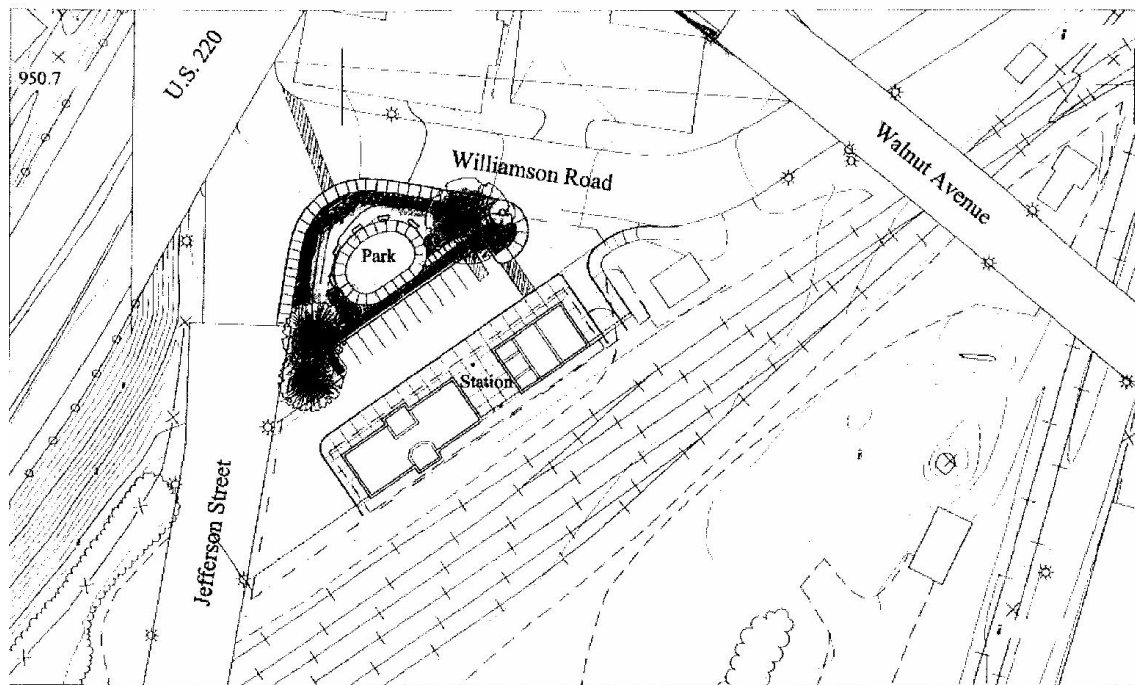
<sup>3</sup> This description is taken from the application of the Virginia Department of Historic Resources, dated December, 2002, for registration of the Virginian Railway Passenger Station in the National Register of Historic Places, at Section 7, pages 1 – 4.

## **B. Project location, site plan and description**

### *Location*

The Virginian Passenger Station is located in the Southeast quadrant of the City of Roanoke, Virginia at the intersection of Williamson Road and Jefferson Street. The building located at 1402 South Jefferson Street is on a parcel of land situated between Williamson Road and active Norfolk Southern Railroad tracks. There is a small barber shop located on the property adjacent to the station with the potential to provide expansion.

### *Site Plan*



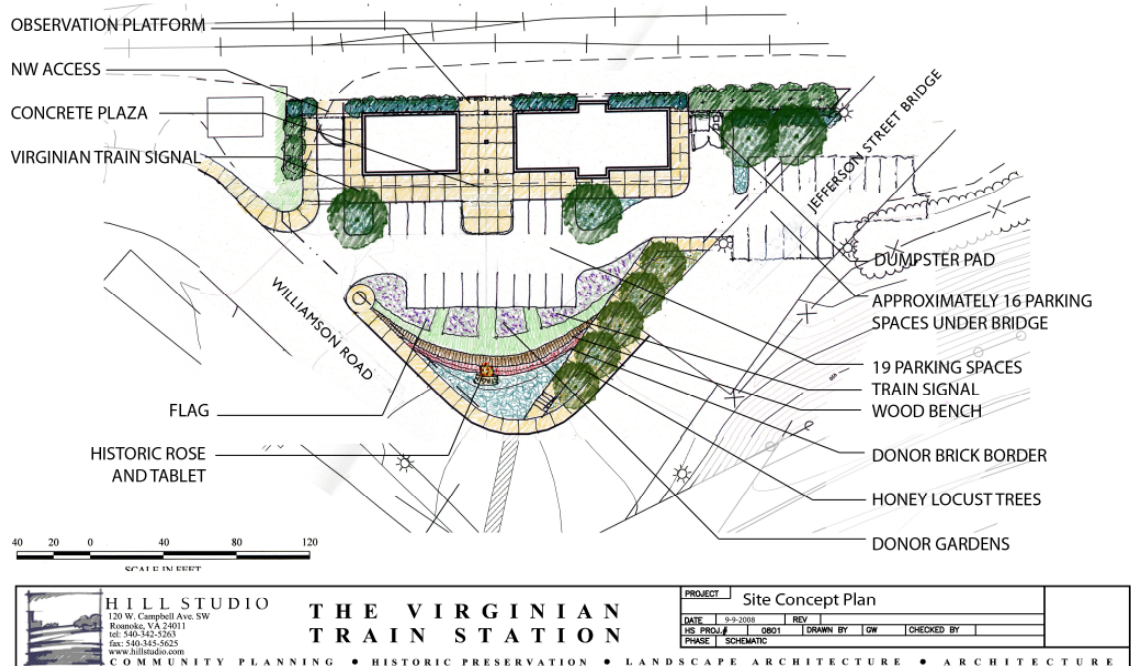
Virginian Depot Site Plan 

### *Description*

The project to rehabilitate the Virginian Railway Station will provide for the preservation of this important resource in Roanoke as well as provide offices and museum/exhibit space for the National Railway Historical Society / Roanoke Chapter. The project will include leasable space for a commercial office or retail space to help support the building's ongoing maintenance. The renovated station will also serve as a comfort station on the Mill Mountain Greenway with an information kiosk, bike racks, and public toilet facilities.

## C. Site Concept Plan

The site concept plan for the station is shown below.



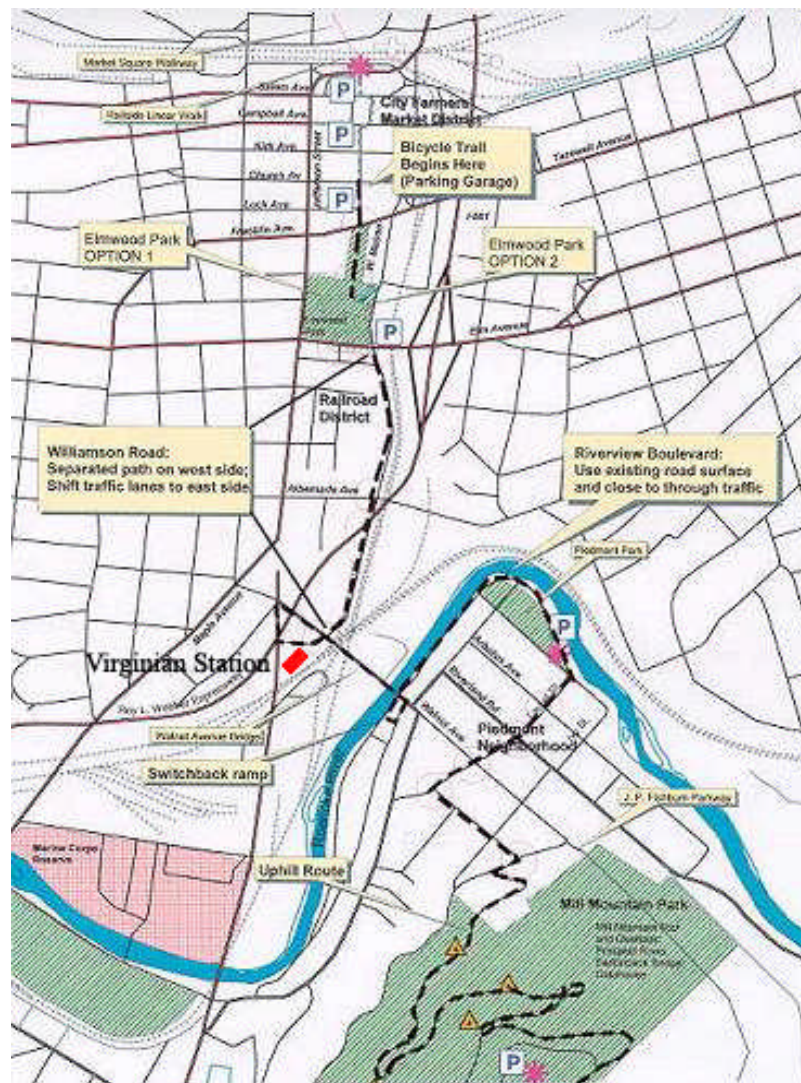
The revised plan includes:

- A new parking lot design to accommodate more vehicles
- New concrete sidewalks around the East, North, and West sides of the building.
- New surfaced area under the roof between the two buildings utilizing brick pavers.
- A sign and railroad signal light at the corner of Williamson Road and Jefferson Street
- Landscape for front lawn area with new tree plantings on the Jefferson Street edge and the Williamson Road edge of the property at the entrance to the station.
- Painted crosswalk from sidewalk to building for use by Greenway Patrons and bicyclist.
- A bicycle rack

## D. Support Facilities

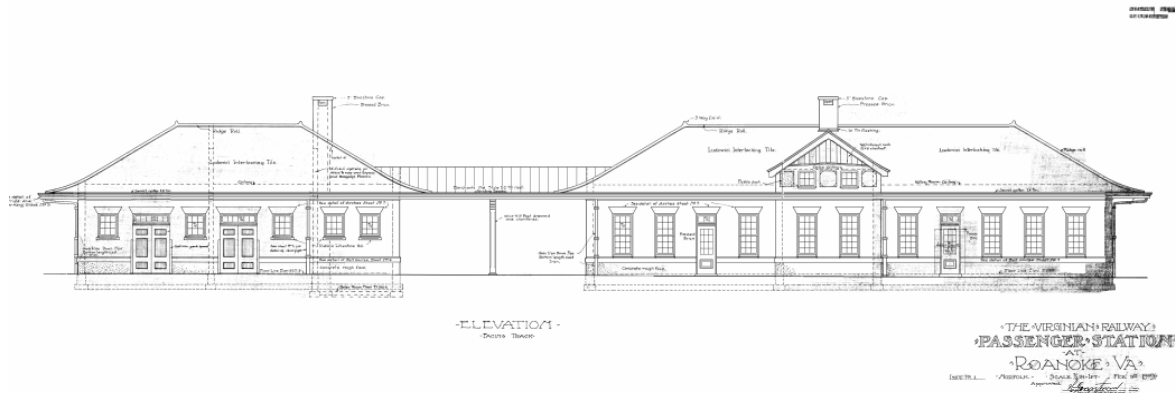
As part of the Virginian Railway Passenger Station restoration and rehabilitation public restrooms, bike racks for parking of bicycles, an exhibit room with mobile displays to also be used as a meeting room, and an information kiosk providing information about items of interest in Roanoke and specifically Downtown Roanoke and also the Roanoke Valley Greenways network.

In 1995 the Mill Mountain Greenway was selected to be a pilot project for the Roanoke Valley. This greenway connects downtown Roanoke to Mill Mountain and eventually will connect to the Blue Ridge Parkway and Explore Park. The roughly 7-mile route will use existing roads as well as new designated paths for walkers and cyclists.



## E. History and Architectural Significance

The Virginian Railway Passenger Station in Roanoke, Virginia, was constructed in 1909, the year that the Virginian Railway completed track laying for coal transport from Deepwater, West Virginia to Sewells Point at Hampton Roads. The opening of the Virginian's Sewells Point piers, along with the Norfolk and Western Railway pier at Lamberts Point and the Chesapeake and Ohio Railway terminus at Newport News, made Hampton Roads the world's largest shipping point for coal.

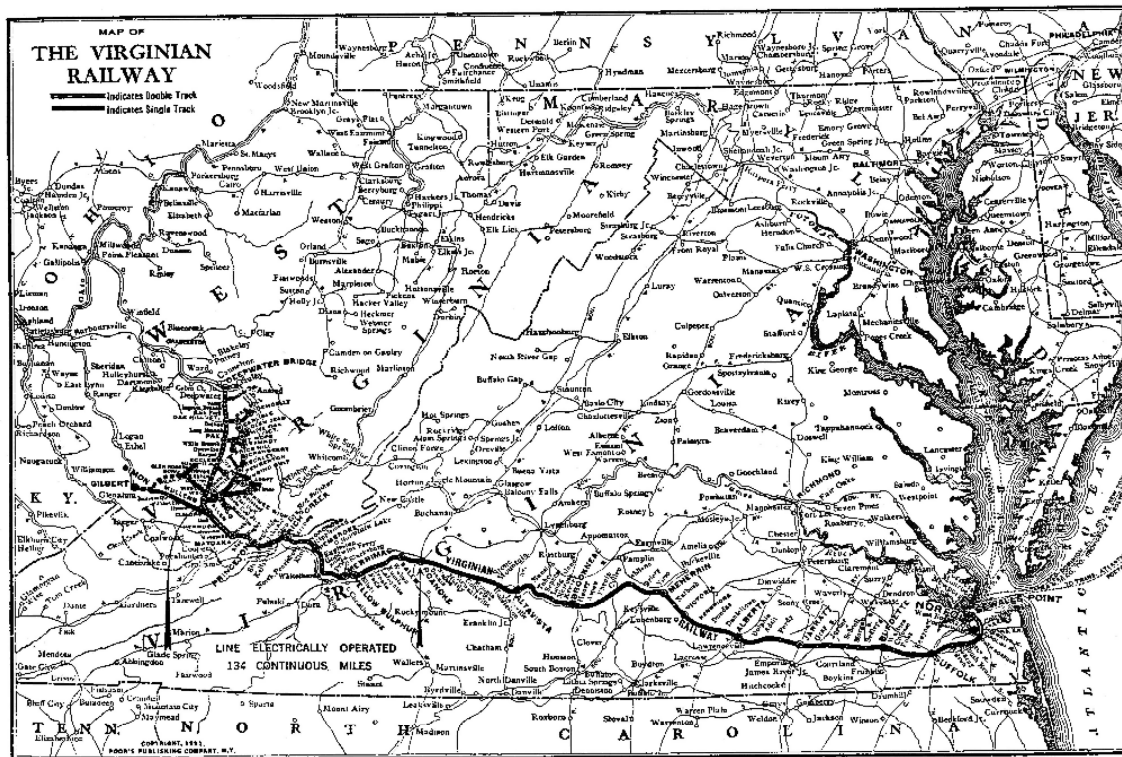


*Street Side Elevation*

Consolidation of the Virginian Railway was engineered by industrial entrepreneur Henry Huttleston Rogers. On the eve of the civil war, Rogers invested in a small oil refinery in northwestern Pennsylvania that sold out to Standard Oil in 1874. Rogers subsequently became chairman of Standard Oil's manufacturing committee and was a Standard Oil vice president by 1890. When it became apparent that John D. Rockefeller did not favor Rogers as his successor at Standard Oil, Rogers expanded his interests in mining and transportation to gain personal fortune in the first decade of the 20<sup>th</sup> Century, then valued at more than \$100 million. Sometime around 1900 Rogers obtained a controlling interest in the Deepwater Railway Company in West Virginia, a short line built in 1895 from Deepwater to a large timber operation, with prospects for expansion into neighboring coal fields. Rogers named the Deepwater Railway charter in 1902 to provide for its extension to the border with Virginia at Glen Lyn on the New River.

When neither of the established competing lines, the Chesapeake and Ohio and the Norfolk and Western, offered to buy out the Deepwater, Rogers chartered the Tidewater Railway in Virginia in 1904 to connect with Deepwater and deprive the rival railways of valuable freight from the rich West Virginia coal fields. Rogers obtained a charter for the Virginian Railway on 1907 to combine the Deepwater and Tidewater lines and spent \$40 million of his own funds that year to finance completion of the railway. Trains were running on Virginian tracks from Roanoke to Deepwater by February 1909 and from Norfolk to Roanoke by June 1909. Rogers died in New York City in May 1909, a month before train traffic on the Virginian ran the entire 440 mile length of the line.





Poor's Manual of The Railroads, 1930

The Virginian Railway as it looked in 1930.

Roanoke stood at the division point between the New River Division and the Norfolk Division of the Virginian Railway and was the largest city on the Virginian line between Deepwater and Norfolk. Roanoke was an important location to make an impression on the public. The N & W's headquarters was located there, and the Virginian wanted to make a public statement. Therefore, a large passenger depot was planned and built in Roanoke in 1909-10. A 1909 Roanoke Times article reported, "The foundation for the Virginian Passenger Station was started September 25, for a building 162 feet long and 32 feet wide. The waiting rooms would be at one end, the baggage and express quarters at the other." A photograph of the brick hipped-roofed passenger station and baggage room I featured in a ca. 1912 promotional publication for the Virginian Railway that noted Roanoke's strategic location, "situated at the gateway of Southwest Virginia, in close proximity to and in direct communication with the Virginia and West Virginia coal fields."



The Station in 1910 just after completion.

## Virginian Railway Station Restoration

This building, the most substantive public use structure ever built by the Virginian was unique in its design for the road. A terra cotta tile and brick structure stood well apart from the standard board and batten with tin or shingled roof buildings constructed elsewhere on the line. This station was unique to the railroad and existed nowhere but Roanoke. As passenger service declined with the advent of better roads and personal automobiles, the Virginian's passenger trains also declined. Roanoke was still an important point, with crew changes occurring at the station. With the introduction of electrification in 1925, Roanoke was the eastern end of the electrical system, and motive power changed from electric to steam in front of the station. World War II brought a huge increase in passenger business for the railroads, but after the War had ended, rider ship dropped considerably. The Virginian first cut back trains in West Virginia, then the state line, finally to end at Roanoke before complete discontinuance on January 29, 1956. The depot was used for a time as railroad office space, but the merger with the N&W on December 1, 1959 ended most usage of duplicate facilities. The station was leased out to a feed and seed store, sometime after the merger, and it remained in service, albeit in poor condition until 45 years to the day of the last passenger train, a destructive fire did a considerable amount of damage to the roof and substructure, precipitating an effort to save the one of a kind structure



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*The Virginian Station in 1956*

### **F. Roanoke Chapter, NRHS (National Railway Historical Society)**

The Roanoke Chapter of the National Railway Historical Society was first chartered in October 1955. It is a non-profit organization qualified under Section 501(c)(3) of the Internal Revenue Code. The Chapter's primary mission is to preserve and promote and disseminate the history of railroad operations in the Western Virginia area. As part of the mission to preserve, the Chapter has acquired over the years several locomotives and a variety of historic rail equipment, including freight cars, cabooses and serviceable passenger equipment which is presently leased to others for excursion train operations. The preservation of this equipment is vital to the community and area heritage. The Chapter also has a collection of historic documentation and library of rail books that is the basis of its archive which is presently unavailable for public research. For many years the Chapter operated rail excursions as fund-raising efforts for preservation



projects. However, at the end of 1994, Norfolk Southern ended the excursion program and the Chapter has been searching for a successful fund-raising operation since. The Chapter first successfully published a book as a fund-raiser in 2000 and anticipates a new book to be published in early 2008. The Chapter has been significantly involved in other museums in the area, including the Virginia Museum of Transportation and the O. Winston Link Museum.

### **G. Roanoke Valley Preservation Foundation (RVPF)**

The RVPF was chartered in 1988 as a non-profit organization to provide leadership and technical assistance on preservation-related matters to the region's governments, businesses, and residents. The Foundation coordinates and supports efforts to undertake preservation projects across the Roanoke Valley - including Fincastle, Roanoke, Salem, Vinton, and the counties of Botetourt and Roanoke - by working closely with local historical, archeological, and environmental organizations, neighborhood groups, and regional and state agencies. It is a non-profit organization qualified under Section 501(c) of the Internal Revenue Code.

In March 2001, after the Virginian Railway Station was damaged by a fire, the Foundation facilitated a meeting of approximately ten local and state organizations to discuss the future of the station and the desire to insure its preservation. Since this initial meeting the Foundation has worked closely with the NRHS to negotiate with Norfolk Southern Corporation for the donation of the building and to apply for grants to fund the stabilization and renovation of the building.

## **III. Project Objectives and Status**

The objectives of this project and current status are:

### **A. Secure Title to the Virginian Railway Station Property**

Title to the Virginian Railway station property was conveyed by deed to the Roanoke Chapter, National Railway Historical Society from Norfolk Southern Corporation ("NS") in 2005. This important contribution by NS accounts for \$124,000.00 of the funds and grants already received.

### **B. Secure the Station Property**

The station property has been open to the public for many years as it operated as a feed and seed store for 45 years. The fire which badly damaged the building in 2001 is thought to have been started by vagrants who gained access to the interior. Subsequent to the conveyance by NS to the Roanoke Chapter NRHS, NRHS has had a security fence and other protection installed on the station site as well as a sign to announce the Restoration Project to the public.

### **C. Stabilize the Roof Structure**

Stabilization of the roof structure incorporating a temporary underlayment is incorporated in Phase I of the TEA-21 Grant Applications. Those applications resulted in grants of \$85,000 in FY 2005-2006 and \$182,000 in FY 2006-2007 which have now been committed. Roanoke City Council passed a resolution on October 1, 2007, agreeing to take over the administration of these grants. A grant has been approved for further funding of \$260,486.00 through a SAFETEA-LU312 grant for FY 2007-2009. That grant is being administered by Greater Roanoke Transit Company (Valley Metro).

Architect Barry A. Rakes was contracted in February 2008 for the following:

(1) Prepare demolition, stabilization and roof replacement plans that can be reviewed by VDOT and submitted to the City of Roanoke for permits. Consult with a tile roofing expert to determine the correct underlayment for the tiles and the load requirements. The plans and specifications have been received and approved by the Restoration Committee and delivered to the City of Roanoke for approval by them and by the Virginia Department of Transportation (VDOT). Approval is expected in November 2008.

2) Advertise the project for construction bids: projected November 2008.

3) Phase One would include removing existing roof structure, stabilizing walls, reconstruction of roof structure, and applying an EPDM roofing material that is used under the tiles. Since preparation of the applications for which the current grants have been made, a decision has been made to combine a portion of Phase Two with Phase One and complete the roof re-tiling so that the building will be securely under roof.

### **D. Renovate the Building**

The total project cost is expected to be approximately \$2,398,186 for the building itself, site work and exhibits. It is anticipated that Phase I construction will begin in January 2009. Phases II through IV cannot be completed until the necessary funds have been obtained. The Restoration Partners are seeking funding to provide for completion of the project and other needs as described below.

### **E. Secure Funding to Complete the Renovation**

The Roanoke Chapter NRHS has applied for an additional TEA-21 grant in the amount of \$400,000 (after a \$100,000 match). In addition, the Chapter has

applied to the City of Roanoke for a grant of \$150,000 for asbestos and lead abatement. If both of these grants are awarded, the Restoration Partners believe they can complete the Restoration Project without further public grants. A capital campaign will be conducted to cover any short-fall not covered by the grants. Contributions will be sought from local corporations, governmental agencies and the general public.

### **F. Provide for Long-term Financial Security**

The Restoration Partners well understand that neither governmental agencies nor corporate benefactors will subsidize the continuing operating expenses and maintenance of the station property. The Partners contemplate that over 50% of the station property comprising the former passenger station building will be leased at current market rates to one or more government agencies or corporate entities or businesses. The Partners will determine how much space is available for lease and undertake to identify and obtain commitments from potential tenants.

### **G. Provide for Public Use for a Portion of the Property**

A condition of the grants already received and applied for is that a portion of the property must be used for the benefit of the public such as a museum, historical society or the like. The smaller baggage / express building will be used by the Chapter for non-profit activities including a small museum recognizing and honoring the Virginian Railway and its employees.

## **IV. Project Analysis and Costs**

### **A. Assumptions**

The following project analysis and estimate of costs was made by David Hill and Todd Setliff of Hill Studio PC. The following assumptions were made:

- (1) The masonry building on a concrete slab foundation is relatively stable and can be renovated for adaptive reuse.
- (2) While the building is located within a flood plain, the renovation plans can provide for flood-proofing that will meet the requirements of the building code and FEMA.
- (3) The square footage and original plan of the building will allow for adaptive reuse that will meet the needs of NRHS and grant requirements.

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- (4) The site is zoned HM (Heavy Manufacturing). Appraisal dated 11/06/01 assumes rezoned to C-1.
- (5) The building contains high levels of asbestos and lead contamination. The building will need to be tested and these materials abated prior to beginning any renovation work.
- (6) The Transaction Screen Assessment, performed by Huggins, Faulkner & Flynn identified no major environmental issues with the property.
- (7) All work on the building will be consistent with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.
- (8) Cost estimates are based on 2006 construction costs updated in 2007 and again in 2008. The construction cost estimate for Phase I was closely confirmed by separate cost estimate provided by Capital Building Consultants on 10/15/08.

## B. COMPLETE RESTORATION PROJECT BUDGET

### Phase I – Building Acquisition and Stabilization

Acquisition of station building and land	\$124,000.00
Architectural and professional fees	\$35,000.00
VDOT Environmental Document Review	\$11,000.00
Local Plan Review	\$500.00
Contract Administration	\$2,486.00
Asbestos and lead abatement	\$150,000.00
Roof Structure and Underlayment (include demolition, new trusses, hidden gutters, masonry repairs, and installation of roof underlayment)	275,000.00
Design and construction contingency @ 10%	27,500.00
Project management by NRHS (contributed)	50,000.00

**Phase I Total** **\$675,486.00**

### **Less Phase I Matching Funds Available**

(Phase I Required Match)	135,097.20	
Donation of station building and land (appraised value)		124,000.00
Grant requested for asbestos and lead abatement (pending)		150,000.00
SAFETEA-LU 312 City grant of \$260,186 through Valley Metro		59,486.00
Roanoke Chapter, NRHS		25,000.00
Project management by NRHS (contributed)		50,000.00
<b>Total Phase I Matching Funds:</b>	<b>60.5%</b>	<b>408,486.00</b>

**Phase I Enhancement Funds Required:** **267,000.00**

Less 2005-2006 TEA-21 Appropriation	85,000.00
Less 2006-2007 TEA-21 Appropriation	<u>182,000.00</u>

**Total Phase I Enhancement Funding Received** **39.5%** **267,000.00**

### Phase II -- Building Restoration

Selective Demolition	10,000.00
General (permits and overhead)	5,000.00
Concrete	11,000.00

## Virginian Railway Station Restoration

Masonry	5,500.00
Metals	9,000.00
Wood and Plaster	35,805.00
Roof tile & finish	400,000.00
Doors and Windows	56,920.00
Mechanical (includes \$30,000 for ventilation)	59,661.00
Electrical	89,762.00
Volunteer Labor (match)	3,600.00
Environmental Inspection (asbestos, lead)	5,000.00
Architectural and engineering	60,000.00
VDOT Document Review	\$5,000.00
Local Plan Review	\$1,000.00
Contract Administration	\$3,000.00
Project management by NRHS (contributed)	\$50,000.00
Design and construction contingency at 10%	76,000.00

**Phase II Total - Building Restoration Costs** **886,248.00**

### **Less Phase II Matching Funds Available**

SAFETEA-LU 312 City grant of \$260,186 through Valley Metro	176,000.00
Roanoke Chapter, NRHS Capital Campaign	160,248.00
Project management (contributed by NRHS)	50,000.00

**Total Phase II Matching Funds:** 43.6% **386,248.00**

**Phase II Enhancement Funds Required:** 56.4% **500,000.00**

### **Future Applications and Work:**

#### **Phase III – Site work**

##### Utilities

Sewer connection	20,000.00
Water connection	5,000.00
Storm drains	25,000.00

## Virginian Railway Station Restoration

### Hardscape

Site demolition	20,000.00
Refine site grading	15,000.00
Asphalt paving	1,800.00
Traffic striping	2,000.00
Curb	9,435.00
Concrete paving	32,000.00
Security rail – metal	1,050.00
Security rail – timber and pine	3,000.00
Gate at service lane	2,500.00
Sign and benches	10,000.00
Exterior lighting	30,000.00

### Softscape

Soil prep	375.00
Shrubs	7,500.00
Hedge	1,750.00
Evergreen trees	360.00
Shade tree	360.00
Lawn	5,000.00
Annuals at sign	125.00
Volunteer labor (match)	2,400.00

**Phase III Total: 194,655.00**

### **Phase IV – Exhibits**

Exhibit Design	54,400.00
Construction and installation	136,000.00
Finishes	22,500.00
Furnishings	50,000.00
Value of exhibits (match)	100,000.00

**Phase IV Total: 362,900.00**

**Unknown contingencies 278,897.00**

**Total Project Costs (Phase I-IV) + Contingencies: \$2,398,186.00**

## Virginian Railway Station Restoration

### Match

NRHS Cash	200,000.00
Federal Appropriation - SAFETEA-LU 312	260,186.00
Volunteer labor - select demolition (RVPF and NRHS)	3,600.00
Volunteer labor – landscaping (RVPF and NRHS)	2,400.00
Value of contributed railroad exhibits	100,000.00
Land – at tax assessed value	124,000.00
Exhibit Design – NRHS	8,000.00
Exhibit Installation – NRHS	4,000.00
Proceeds from sale of tax credits	779,000.00
Volunteer labor - project management	<u>100,000.00</u>

<b>Total Match:</b>	65.9%	<b>\$1,581,186.00</b>
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<b>Total Grants Needed Less Match:</b>	34.1%	<b>\$817,000.00</b>
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**V. Funding Sources**

The following are current and potential new funding sources.

Federal appropriations  
TEA-21 grant applications  
Federal and state historic rehabilitation tax credits  
Historic easement tax credit  
Governing bodies of localities served by the Virginian Railway  
Other railway historic societies

Corporate sponsors such as:  
Advance Auto Parts  
Appalachian Power Co.  
Banks  
Carilion  
General Electric Corp. And Elfun Society  
Norfolk Southern Corp.

Private and non-profit benefactors including:  
Former Virginian Railway employees  
Norfolk Southern Foundation

## **VI. Market Analysis – Long Term Financing**

Potential uses of the property and possible tenants include:

Carilion Biomedical Center

Medical, dental, legal, insurance office, etc.

Non-profit agency which can pay market rate rent

Restaurant

Other retail or office

Renovation and leasing of the building(s) will take into consideration the fact that the property is in the Roanoke River flood plain.

According to an analysis made in October, 2006, by Krista Vannoy of Waldvogel Commercial Properties, Inc., Realtors who specialize in commercial properties, (who is also on the Renovation Committee), if the passenger station building containing 2,720 square feet were leased at \$12 per square foot, the net cash flow before any taxes and costs of financing would be approximately \$24,462 per year. See the “Annual Property Operating Data” analysis attached. Since it is anticipated that all renovation costs will be covered by grants and contributions, there should be no financing costs to be amortized and paid. Any taxes payable on account of use of the property for commercial activity will either be paid by the tenant or included in the rent. Accordingly, approximately \$24,000 in current dollars should be available for maintenance and contingencies.

## **VII. Conclusion**

The Virginian Railway passenger station in Roanoke is a historically and architecturally significant building which is on the Virginia Landmarks Register and the National Register of Historic Places. Heavily damaged by fire in 2001, it was donated by Norfolk Southern Corporation to the Roanoke Chapter NRHS in 2005. With anticipated total renovation costs of approximately \$2,398,186, \$651,486 has already been secured in the form of property donation and TEA-21 and Federal Highway Act grants. An additional approximately \$417,700 has been secured in the form of matching funds and qualifying in-kind contributions. The Restoration Partners, Roanoke Chapter NRHS and Roanoke Valley Preservation Foundation, now request local area governing bodies, corporations, foundations, benefactors and the general public to come forward and help raise the remaining \$1,329,000 to complete the renovation of this historic building and return it to use as a valuable asset in the Roanoke Valley. We are doing our share. Will you help?