

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



*Si necesita ayuda para comprender esta información, por favor llame
503-588-6173*

DECISION OF THE HISTORIC PRESERVAION OFFICER

CLASS 1 MINOR HISTORIC DESIGN REVIEW CASE NO.: HIS24-07

APPLICATION NO.: 24-107458-PLN

NOTICE OF DECISION DATE: May 2, 2024

SUMMARY: A proposal to install conduit in parallel and in the same manner as existing conduit on the Union Street Railroad Bridge.

REQUEST: Class 1 Minor Historic Design Review of a proposal to install a 2” fiberglass conduit in parallel with the existing fiberglass conduits and associated vault on the Union Street Railroad Bridge, an individually listed National Register historic resource (Eastern terminus: intersection of Union Street NE and Water Street NE; Western terminus: Wallace Marine Park).

APPLICANT: Jason Mcdonald, Comcast

LOCATION: 100 Union St NE, Salem OR 97301

CRITERIA: Salem Revised Code (SRC) Chapters 230.065 – General Guidelines for Historic Contributing Resources.

FINDINGS: The findings are in the attached Decision dated May 2, 2024.

DECISION: The **Historic Preservation Officer (a Planning Administrator designee)** **APPROVED** Class 1 Minor Historic Design Review Case No. HIS24-07 based on the application deemed complete on May 2, 2024.

The rights granted by the attached decision must be exercised, or an extension granted, by May 3, 2026, or this approval shall be null and void.

Application Deemed Complete:	<u>May 2, 2024</u>
Notice of Decision Mailing Date:	May 2, 2024
Decision Effective Date:	May 3, 2024
State Mandate Date:	<u>August 30, 2024</u>

Case Manager: Jake Morris, jjmorris@cityofsalem.net, 503-540-2417

This decision is final.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) MINOR HISTORIC DESIGN REVIEW
HISTORIC DESIGN REVIEW)
CASE NO. HIS24-07)
100 UNION ST NE) May 2, 2024

In the matter of the application for a Minor Historic Design Review submitted by Matthew Layton the Historic Preservation Officer (a Planning Administrator Designee), having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

SUMMARY: A proposal to install conduit in parallel and in the same manner as existing conduit on the Union Street Railroad Bridge.

REQUEST: A Class 1 Minor Historic Design Review of a proposal to install a 2" fiberglass conduit in parallel with the existing fiberglass conduits and associated vault on the Union Street Railroad Bridge, an individually listed National Register historic resource (Eastern terminus: intersection of Union Street NE and Water Street NE; Western terminus: Wallace Marine Park).

A vicinity map illustrating the location of the property is attached hereto, and made a part of this decision (**Attachment A**).

FINDINGS

Minor Historic Design Review Applicability

SRC230.020(f) requires Historic Design Review approval for any alterations to historic resources as those terms and procedures are defined in SRC 230. The Planning Administrator shall render a decision supported by findings that explain conformance or lack thereof with relevant design standards, state the facts relied upon in rendering the decision, and explain justification for the decision.

PROPOSAL

The applicant is proposing to install a 2" fiberglass conduit in parallel with the existing fiberglass conduits and associated vault on the Union Street Railroad Bridge, an individually listed National Register historic resource (Eastern terminus: intersection of Union Street NE and Water Street NE; Western terminus: Wallace Marine Park). *SRC 230.065 General Guidelines for Historic Contributing Resources* are applicable to this project.

SUMMARY OF RECORD

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at

<https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 24 107458.

APPLICANT'S STATEMENT

A request for historic design review must be supported by proof that it conforms to all applicable criteria imposed by the Salem Revised Code. The applicants submitted a written statement; an excerpt is included as **Attachment B** in this staff report.

Staff utilized the information from the applicant's statements to evaluate the applicant's proposal and to compose the facts and findings within the staff report. Salem Revised SRC 230.065 General Guidelines for Historic Contributing Resources are applicable to this project.

FACTS & FINDINGS

1. Historic Designation

Under Salem Revised Code (SRC) Chapter 230, no exterior portion of a local historic resource, contributing, non-contributing building or new construction in a historic district shall be erected, altered, restored, moved or demolished until historic design review approval has been granted on the basis of the project's conformity with the applicable criteria in SRC 230. Conditions of approval, if any, shall be limited to project modifications required to meet the applicable criteria.

According to SRC 230.020(f), historic design review approval shall be granted if the application satisfies the applicable standards set forth in Chapter 230. For Class 1 and Class 2 Minor Historic Design Review decisions HLC staff, the Historic Preservation Officer (a designee of the Planning Administrator), shall render their decision supported by findings that explain conformance or lack thereof with relevant design standards, state the facts relied upon in rendering the decision, and explain justification for the decision.

2. Historic Significance

The 1912 Union Street Railroad Bridge was listed in the National Register of Historic Places in 2005. It is significant under Criterion A in the area of transportation engineering as a locally significant example of railroad infrastructure which improved connectivity between Salem and its western hinterlands. Because it was designed to accommodate waterborne as well as surface transport, the bridge also speaks to the historic role of the Willamette River in moving goods and people. The structure is also significant under Criterion C as the only local example of its design type and construction methodology. The period of significance for the property begins with its completion in March 1913 and ends with the wholesale replacement of trestle members in 1939-40, the railroad's last major investment in the structure. The Union Street Railroad Bridge and Trestle (hereinafter Union Street Bridge) exhibits a high degree of physical integrity. It stands where constructed in 1912, in a context, which, because the river itself remains unchanged and its western shore is in parkland, is substantially similar to the historic milieu. The design, materials, and mechanisms of the property are all substantially intact, and they clearly convey their original function and workmanship.

3. Analysis of Minor Historic Design Review Approval Criteria

FINDINGS: The applicant is proposing to install a 2" fiberglass conduit in parallel with the existing fiberglass conduits and associated vault on the Union Street Railroad Bridge. Staff determined that the following standards from SRC Chapter 230 are applicable to this project:

SRC 230.065 General Guidelines for Historic Contributing Resources. In lieu of the standards for historic contributing buildings set forth in SRC 230.025 and SRC 230.040, an applicant may make a proposal for preservation, restoration, or rehabilitation activity, regardless of type of work, which shall conform to the following guidelines:

- (a) Except as otherwise provided in this Chapter, the property shall be used for its historic purpose, or for a similar purpose that will not alter street access, landscape design, entrance(s), height, footprint, fenestration, or massing.

Findings: The proposed alteration will not alter the existing use of the Union Street Railroad Bridge. It will continue to be used as a bicycle and pedestrian path, and the street access, entrance, height, footprint and massing will not be altered. Staff finds that this Guideline has been met.

- (b) Historic materials, finishes and distinctive features shall, when possible, be preserved and repaired according to historic preservation methods, rather than restored.

Findings: The proposed alteration does not include any proposed preservation or repair of any historic materials, finishes, or distinctive features of the Union Street Railroad Bridge. Staff finds that this Guideline does not apply to this proposal.

- (c) Distinctive stylistic features or examples of skilled craftsmanship significance shall be treated with sensitivity.

Findings: A single gray 2" fiberglass conduit will be installed beside existing conduit on existing mounting brackets located under the bridge span. New vaults will be placed at both ends, following existing routes. The attachment method is reversible and does use pre-existing hardware. The work is located in a visually inconspicuous area of the bridge therefore any adverse effects to the distinctive stylistic features of the Union Street Railroad Bridge and the Trestle have, therefore, been minimized and the distinctive stylistic features of the Bridge and Trestle have been treated with sensitivity. Staff finds that this Guideline has been met.

- (d) Historic features shall be restored or reconstructed only when supported by physical or topographic evidence.

Findings: No historic features are proposed for restoration or reconstruction. Staff finds that this Guideline does not apply to this proposal.

- (e) Changes that have taken place to a historic resource over the course of time are evidence of the history and development of a historic resource and its environment, and should be recognized and respected. These changes may have acquired significance in their own right, and this significance should be recognized and respected.

Findings: No historic features are proposed for removal. All changes that have been made to the Bridge and the Trestle that have acquired significance have been retained and will not be adversely effected by the proposal. Staff finds that this Guideline has been met.

- (f) Additions and alterations to a historic resource shall be designed and constructed to minimize changes to the historic resource.

Findings: The proposed alteration is located on the underside of the bridge using removable hangers that are already installed, making the work reversible and minimizing changes to materials and appearance. Staff finds that this Guideline has been met.

- (g) Additions and alterations shall be constructed with the least possible loss of historic materials and so that significant features are not obscured, damaged, or destroyed.

Findings: The proposed alteration is located on the underside of the bridge using pre-existing hangers, making the work reversible and minimizing changes to materials and appearance. No historic materials will be impacted. Staff finds that this Guideline has been met.

- (h) Structural deficiencies in a historic resource shall be corrected without visually changing the composition, design, texture or other visual qualities.

Findings: Staff finds that this Guideline does not apply to this project.

- (i) Excavation or re-grading shall not be allowed adjacent to or within the site of a historic resource which could cause the foundation to settle, shift, or fail, or have a similar effect on adjacent historic resources.

Findings: Staff finds that this Guideline does not apply to this project.

DECISION

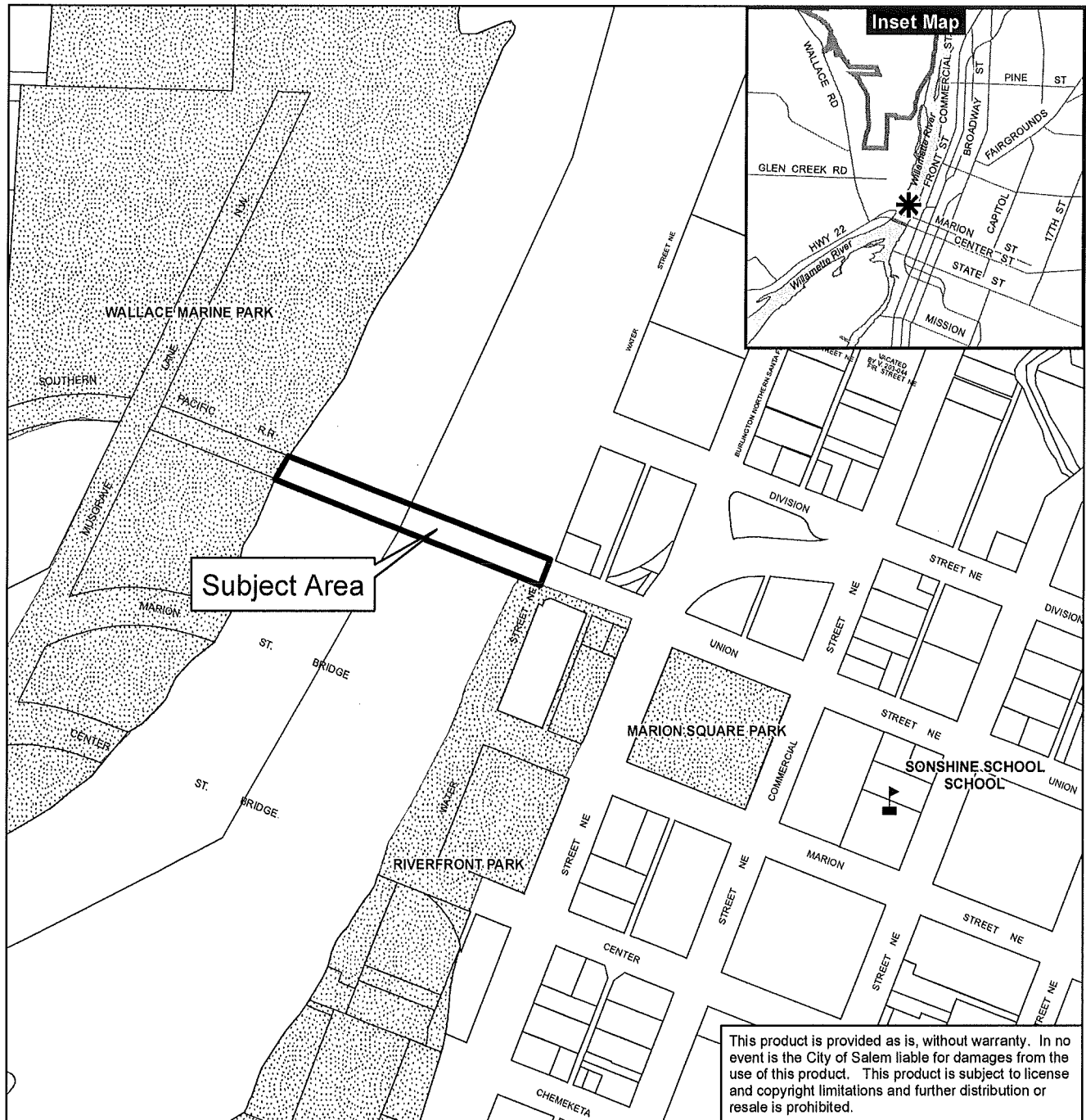
Based upon the application materials deemed complete on May 2, 2024 and the findings as presented in this report, the application for HIS24-07 is **APPROVED**.



Jacob Morris, PhD
on behalf of the
Historic Preservation Officer
Planning Administrator Designee

Attachments: A. Vicinity Map
B. Applicant's Submittal Materials- Excerpt

Vicinity Map Union Street Railroad Bridge



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Legend

- Outside Salem City Limits
- Urban Growth Boundary
- Taxlots
- Historic District
- Schools
- Parks



LABOR

AERIAL:

OVERLASH = 100'

TOTAL POLES = 1

TOTAL AERIAL FOOTAGES = 100'

UNDERGROUND:

BORE/TRENCH = 1334'

RISER = 25'

BRIDGE CONDUIT = 1624'

TOTAL UG FOOTAGES = 2983'

NEW FIBER:

AERIAL FIBER = 100'

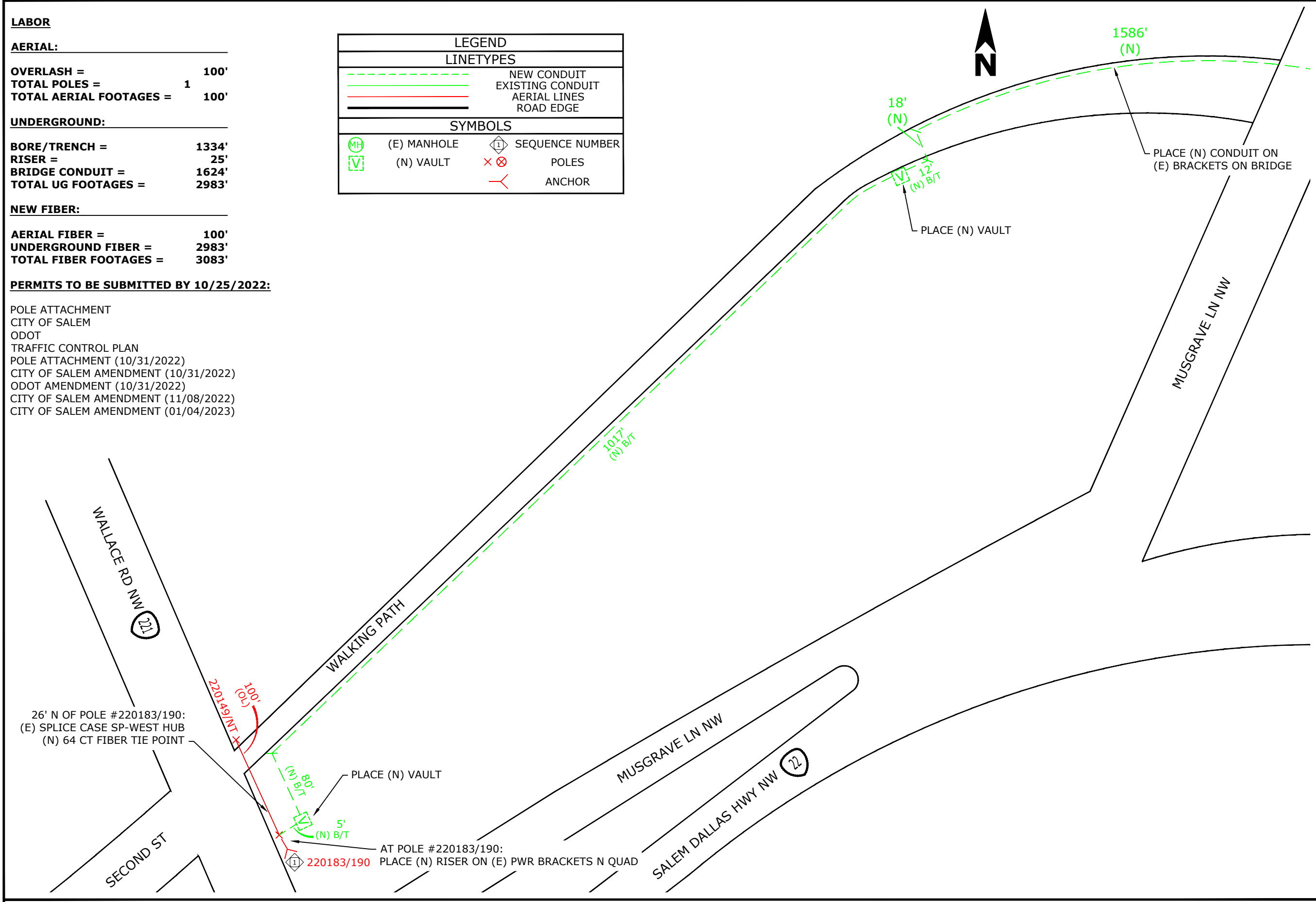
UNDERGROUND FIBER = 2983'

TOTAL FIBER FOOTAGES = 3083'

PERMITS TO BE SUBMITTED BY 10/25/2022:

LEGEND			
LINETYPES			
	NEW CONDUIT		EXISTING CONDUIT
	AERIAL LINES		ROAD EDGE
SYMBOLS			
	(E) MANHOLE		SEQUENCE NUMBER
	(N) VAULT		POLES
			ANCHOR

POLE ATTACHMENT
 CITY OF SALEM
 ODOT
 TRAFFIC CONTROL PLAN
 POLE ATTACHMENT (10/31/2022)
 CITY OF SALEM AMENDMENT (10/31/2022)
 ODOT AMENDMENT (10/31/2022)
 CITY OF SALEM AMENDMENT (11/08/2022)
 CITY OF SALEM AMENDMENT (01/04/2023)



CLIENT:

11308 SW 68TH PKWY
 TIGARD, OR 97223
 800.266.2278

PREPARED BY:

163 SW ACADEMY ST
 DALLAS, OR 97338
 503.400.7440

PROJECT INFORMATION:

COMCAST
 OR/SW WA MARKET
 301 UNION ST
 FOOT BRIDGE
 SALEM, OR 97304

ISSUED FOR:

APPROACH PLAN

PROPRIETARY INFORMATION:
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REV	DATE	DESCRIPTION	BY
0	10/18/2022	FIELDDED	CS
0	10/19/2022	DRAFTED	KS
1	10/22/2022	FLD REV-1	CS
1	10/27/2022	DRFT REV-1	SA
2	11/7/2022	DRFT REV-3	AG
3	12/28/2022	DRFT REV-4	SA

SHEET TITLE:
 APPROACH PLAN-1

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 APPROACH PLAN-1

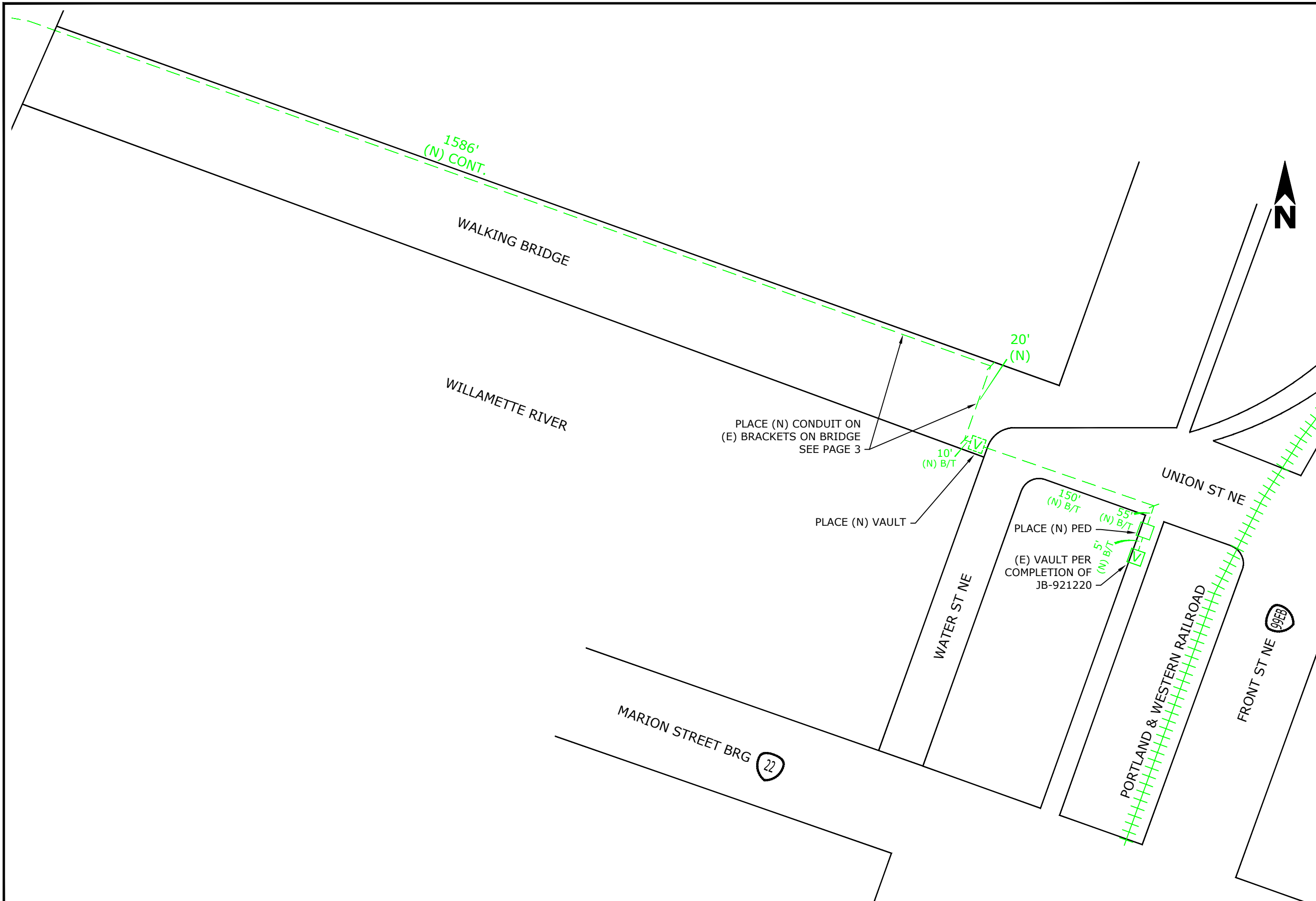
PROJECT MANAGER:
 DAVID HAMMILL

SHEET NUMBER: **1**

PROJECT NUMBER: JB-1212094

SHEET 1 OF 3
 SCALE: NTS

DATE: 10/19/2022




CLIENT:



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3	12/28/2022	DRFT REV-4	SA

SHEET TITLE:

APPROACH PLAN-2

PROJECT MANAGER:

DAVID HAMMILL

SHEET NUMBER: **2**

PROJECT NUMBER: JB-1212094

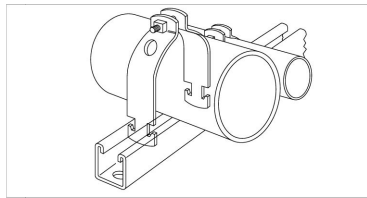
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SHEET 2 OF 3
SCALE: NTS

SHEET TITLE:

APPROACH PLAN-2

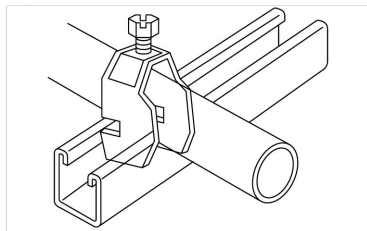
Kindorf® Pipe Supports



C-200 Universal Pipe Straps

Cat. No.	EMT, IMC, Rigid Pipe Size	Pipe O.D. Range	Strap Thickness	Wt. lbs./C
C-200-1/2	1/2"	.706 – .804	14 ga.	12
C-200-3/4	3/4"	.922 – 1.060	14 ga.	13
C-200-1	1"	1.163 – 1.315	14 ga.	14
C-200-1-1/4	1 1/4"	1.508 – 1.660	14 ga.	16
C-200-1-1/2	1 1/2"	1.738 – 1.900	12 ga.	27
C-200-2	2"	2.196 – 2.375	12 ga.	31

Design load equal to C-105 straps.



EZ-Strap

The C-108 Universal Pipe Strap

Cat. No. & Size	Dimensions (in.)			Thickness Steel	O. D. Size	Wt. lbs./C
	Conduit or Pipe Size					
C-108-1/2	1/2 EMT	1/2 IMC	1/2 Rigid	16 ga.	7/8	8
C-108-3/4	3/4 EMT	3/4 IMC	3/4 Rigid	16 ga.	1 1/8	10
C-108-1	1 EMT	1 IMC	1 Rigid	16 ga.	1 1/4	10
C-108-1-1/4	1 1/4 EMT	1 1/4 IMC	1 1/4 Rigid	14 ga.	1 5/8	15
C-108-1-1/2	1 1/2 EMT	1 1/2 IMC	1 1/2 Rigid	14 ga.	1 3/4	16
C-108-2	2 EMT	2 IMC	2 Rigid	14 ga.	2 1/4	19

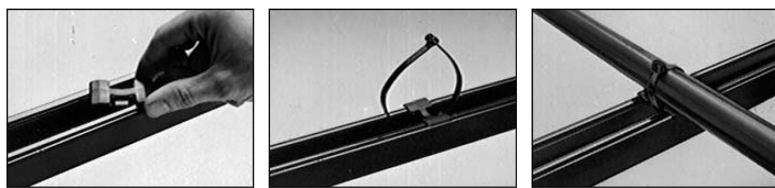
- Fits E.M.T., I.M.C., rigid conduit.
- Size range 1/2" thru 2".
- Can be used on 1 1/2" or 1 3/4" channel.
- Saves inventory dollars.
- Corrosion resistant Galv-Kröm finish.
- One piece construction means no assembly required.
- Installs directly over conduit for easy installation.
- 50% reduction of installation time.
- No twisting required to install.
- Slotted hex head screw.

Framing Channel Clamp

Cat. No.	Channel Size	Maximum Tie Width Accom.	Unit Quan.	Std. Pkg.
TC5363X	1.5 & 1.625	.301	50	250

Mounting bases for heavy duty applications are made from high-impact weather-resistant nylon.

Ty-Rap® Installation

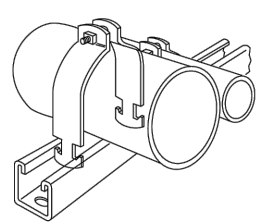


- Installs with a push and twist.
- Smooth design protects cable insulation.
- Designed for indoor or outdoor use.
- Takes range of cable diameters.

When fastening wire bundles, cables, or hoses to framing channels, you can cut costs considerably by using the TY-RAP® cable clamp. It is made of smooth, weather-resistant nylon and designed to protect cable insulation and hoses from wear or damage as can occur with metal clamps. The clamp may be used for both indoor or outdoor applications. It installs in the framing channel with a simple push and twist. It requires no screws, nuts or tools. The clamp fits all 1 1/2" and 1 3/4" channels regardless of channel depth.

Thomas&Betts

Kindorf® Pipe Supports



C-105 and C-106 Pipe Straps

Kindorf Pipe Straps are designed to be twist inserted anywhere along the slot side of the channel. Pipes can be placed as closely as pipe couplings permit.

Some unique features of the straps include:

- Bolt head is combination slot and hex head for flexibility of attachment.

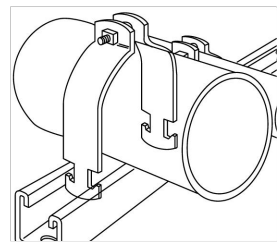
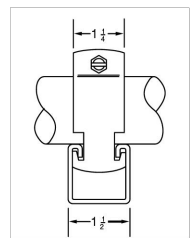
- Square nut is captivated on the shoulder for easy one-handed tightening.
- Straps are interchangeable with 1 1/2" strut, for broader application.
- Straps are shipped assembled so counting and sorting are easier.
- Pipe or conduit sizes are shown on the strap for easy identification.



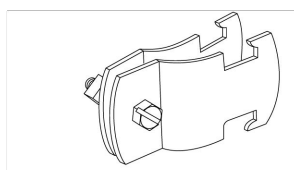
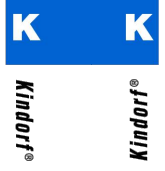
Kindorf Straps for Rigid Conduit, IMC and Pipe

Steel Straps – Galv-Kröm Finish

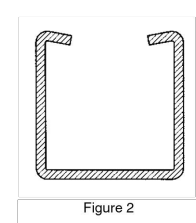
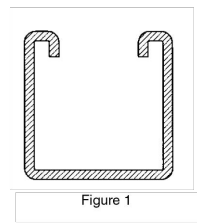
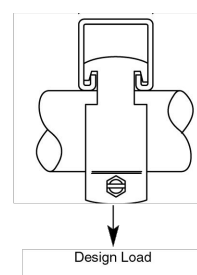
Cat. No.	Rigid Conduit or Pipe Size	O.D. Size (in.)	Steel Strap Thickness	Design Load (lbs.)	Wt. lbs./C
C-105-3/8	3/8"	0.675	14 ga.	750	12
C-105-1/2	1/2"	0.840	14 ga.	750	13
C-105-3/4	3/4"	1.050	14 ga.	750	15
C-105-1	1"	1.315	14 ga.	750	17
C-105-1-1/4	1 1/4"	1.660	14 ga.	800	19
C-105-1-1/2	1 1/2"	1.900	12 ga.	800	28
C-105-2	2"	2.375	12 ga.	800	31
C-105-2-1/2	2 1/2"	2.875	12 ga.	1000	36
C-105-3	3"	3.500	12 ga.	1650	42
C-105-3-1/2	3 1/2"	4.000	11 ga.	1650	56
C-105-4	4"	4.500	11 ga.	1650	64
C-105-4-1/2	4 1/2"	5.000	11 ga.	1650	72
C-105-5	5"	5.563	11 ga.	1650	76
C-105-6	6"	6.625	11 ga.	1650	89
C-105-8	8"	8.625	11 ga.	1650	114
C-105-10	10"	10.750	10 ga.	1650	160
C-105-12	12"	12.750	10 ga.	1650	165



Interchangeable strap fits both 1 1/2" and 1 3/4"



All Kindorf Straps are pre-assembled for easy handling and sorting



C105, C106 and C107 pipe straps are specifically designed to work with all brands of channel that have a rolled lip design (figure 1). Should you need to install pipe straps on old style Kindorf channel (figure 2) see table on page K40 to determine the strap to use with each diameter of conduit pipe.

Thomas&Betts

CLIENT:

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 800.266.2278

PREPARED BY:

 163 SW ACADEMY ST
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PROJECT INFORMATION:
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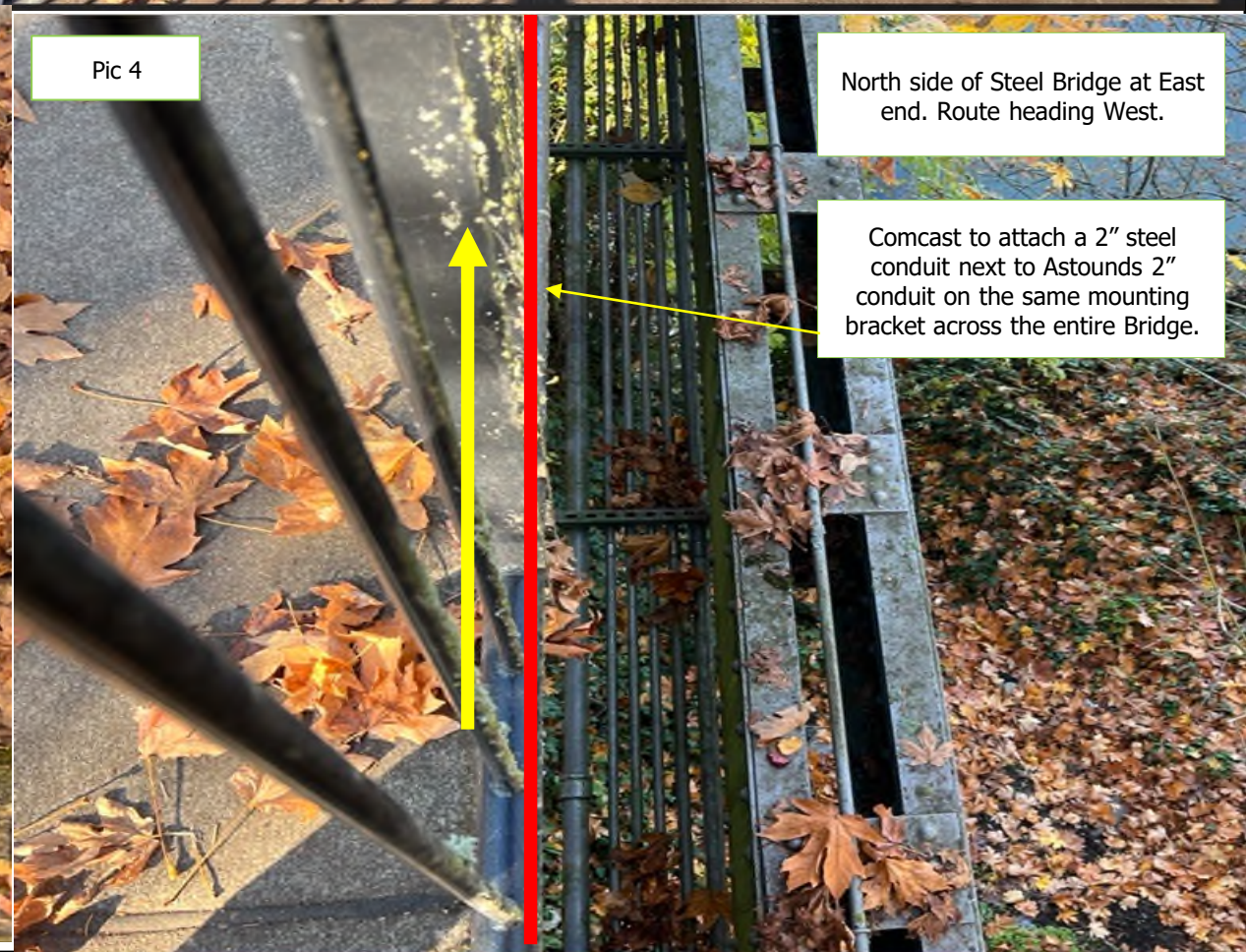
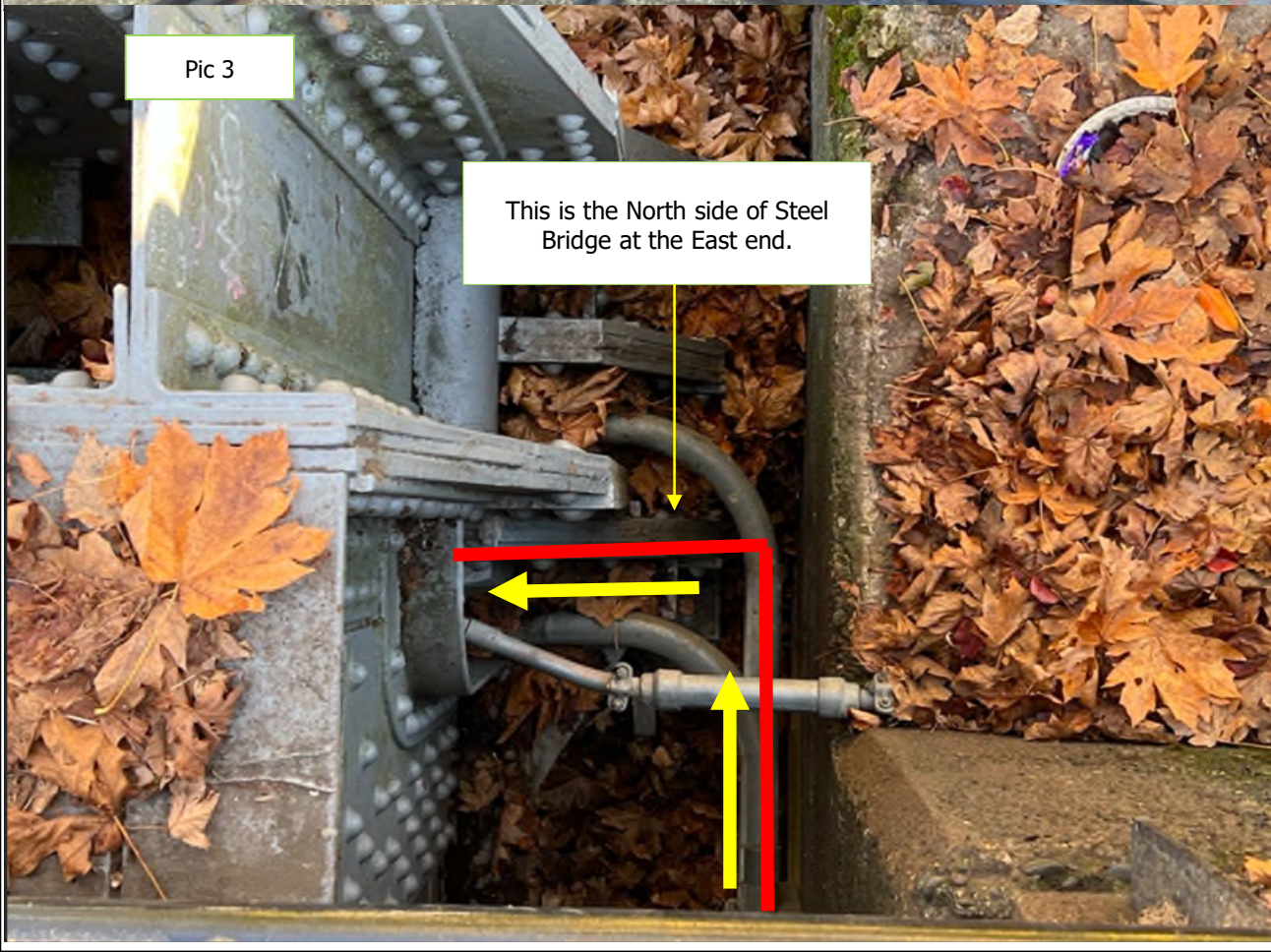
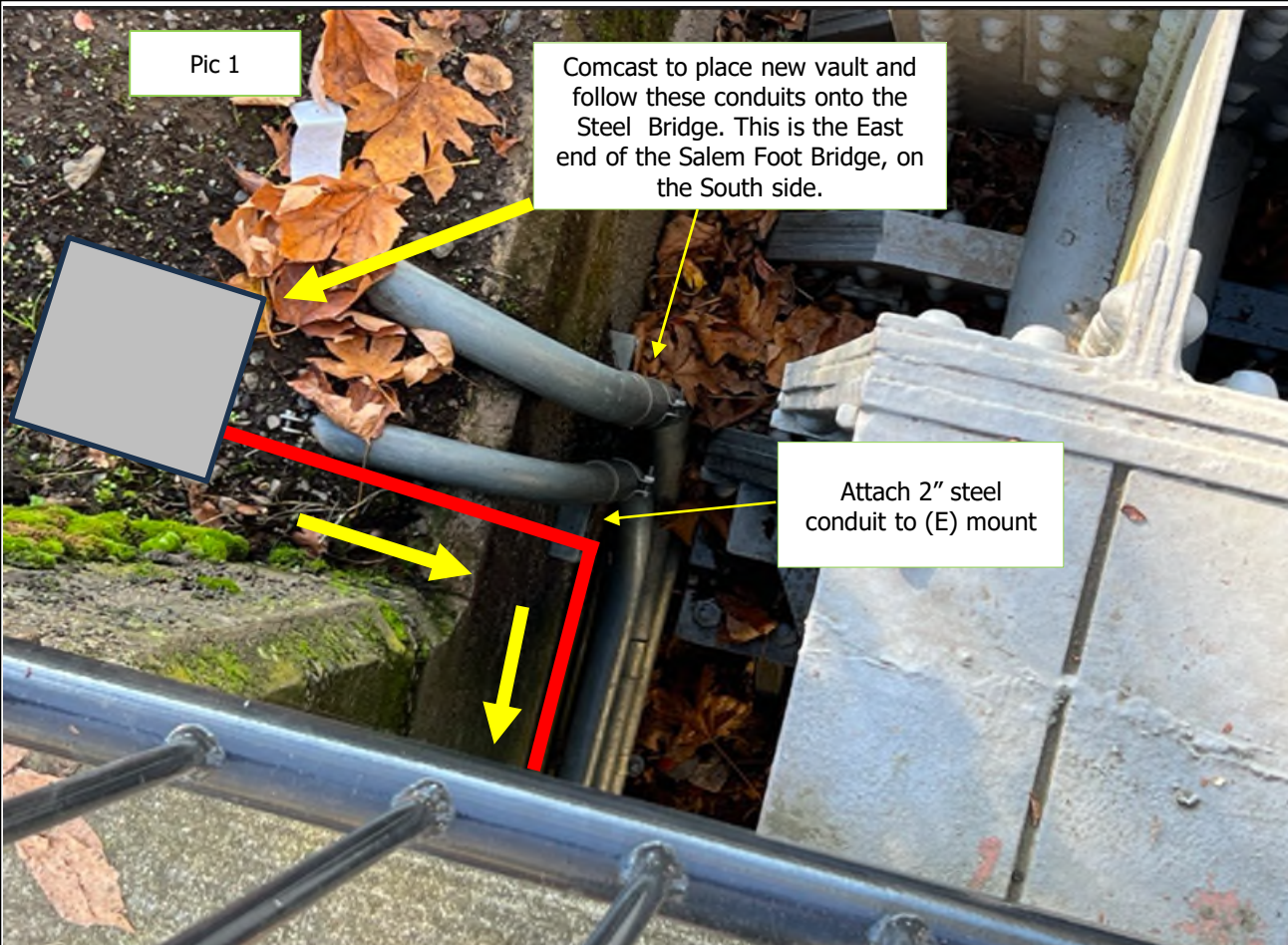
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2	11/7/2022	DRFT REV-3	AG
3	12/28/2022	DRFT REV-4	SA

SHEET TITLE:
BRIDGE DETAILS

PROJECT MANAGER:
DAVID HAMMILL

SHEET NUMBER: **3** PROJECT NUMBER: **JB-1212094**

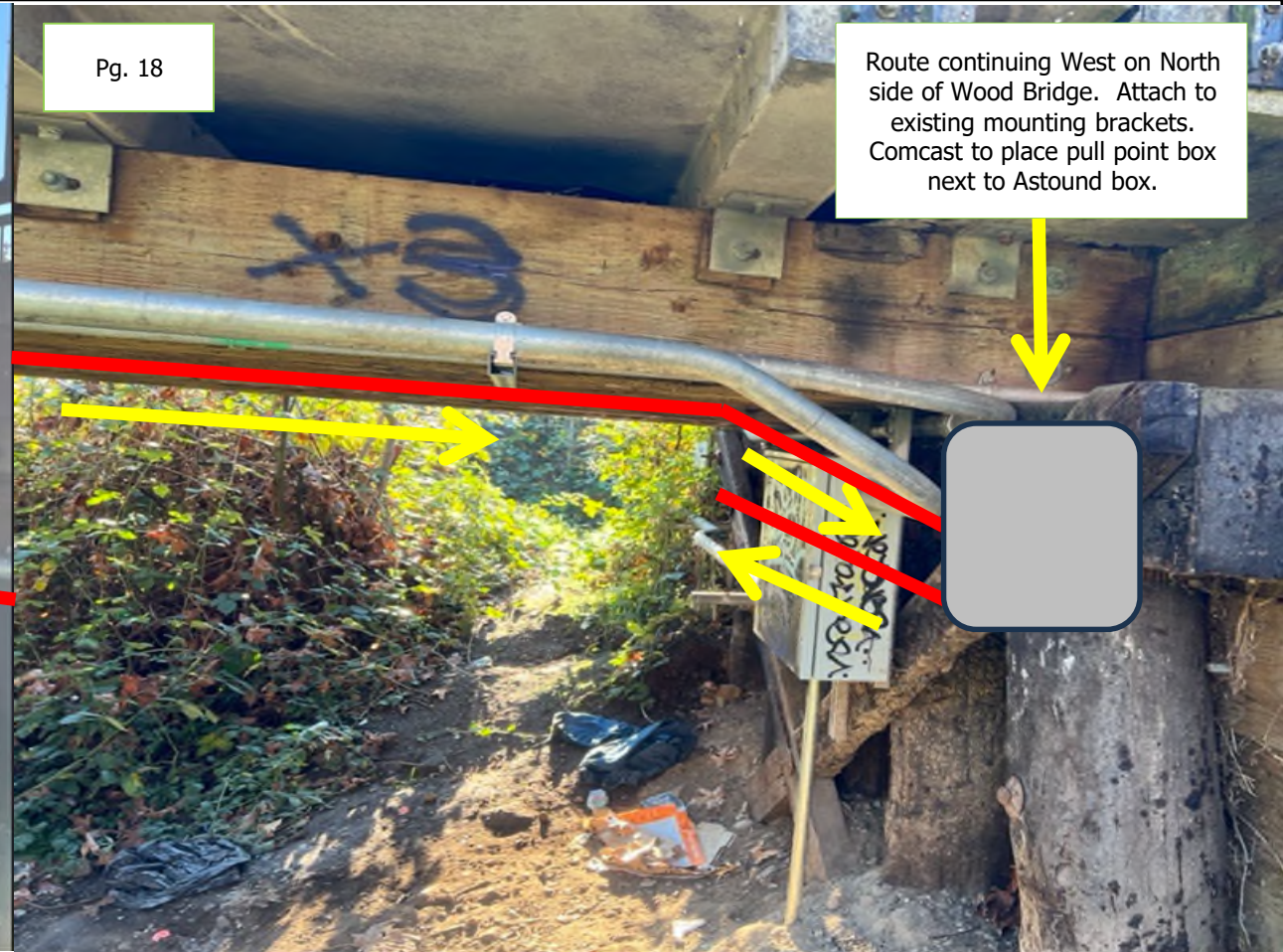
DATE: **10/19/2022**



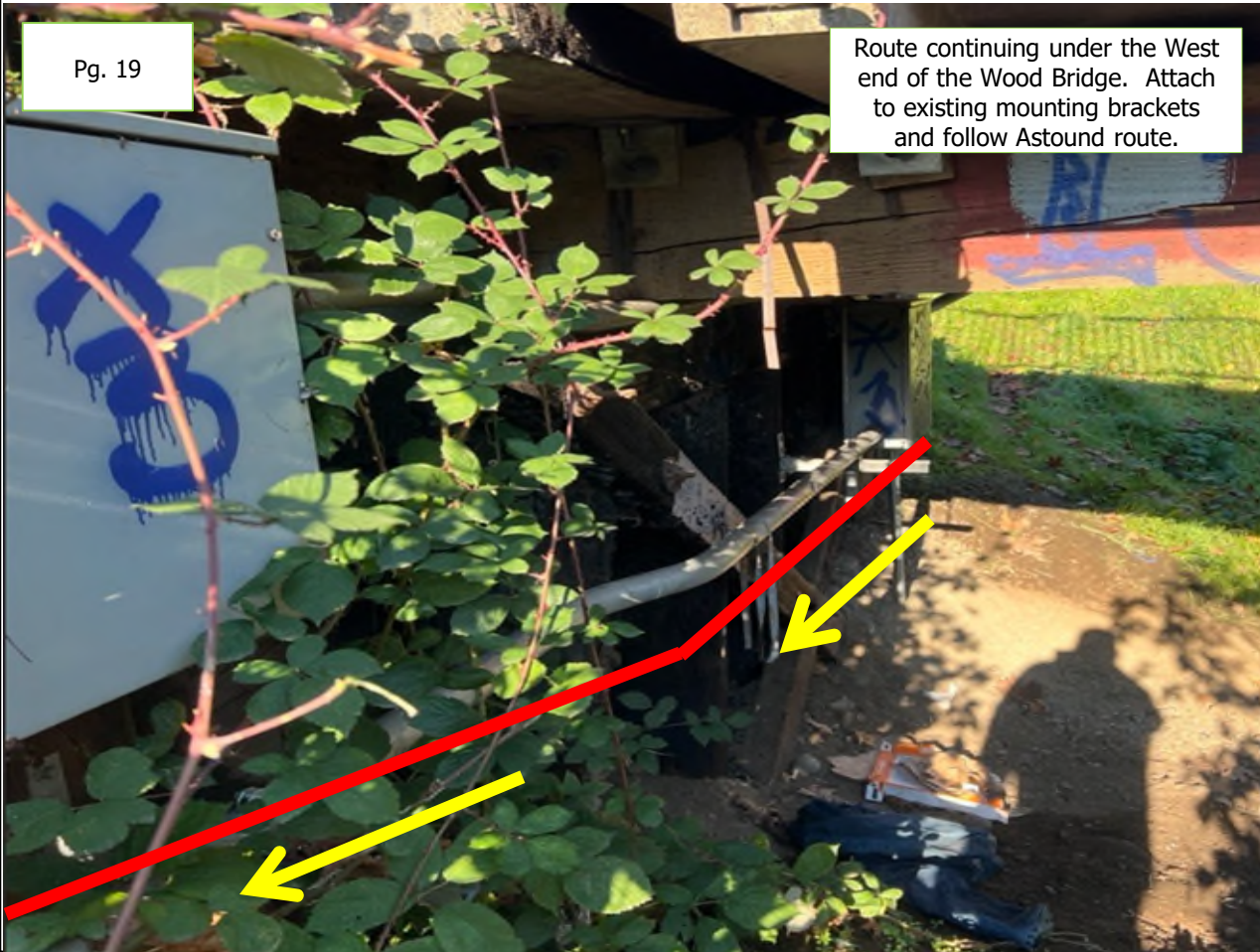
Route continuing West on North side of Wood Bridge. Attach to existing mounting brackets.



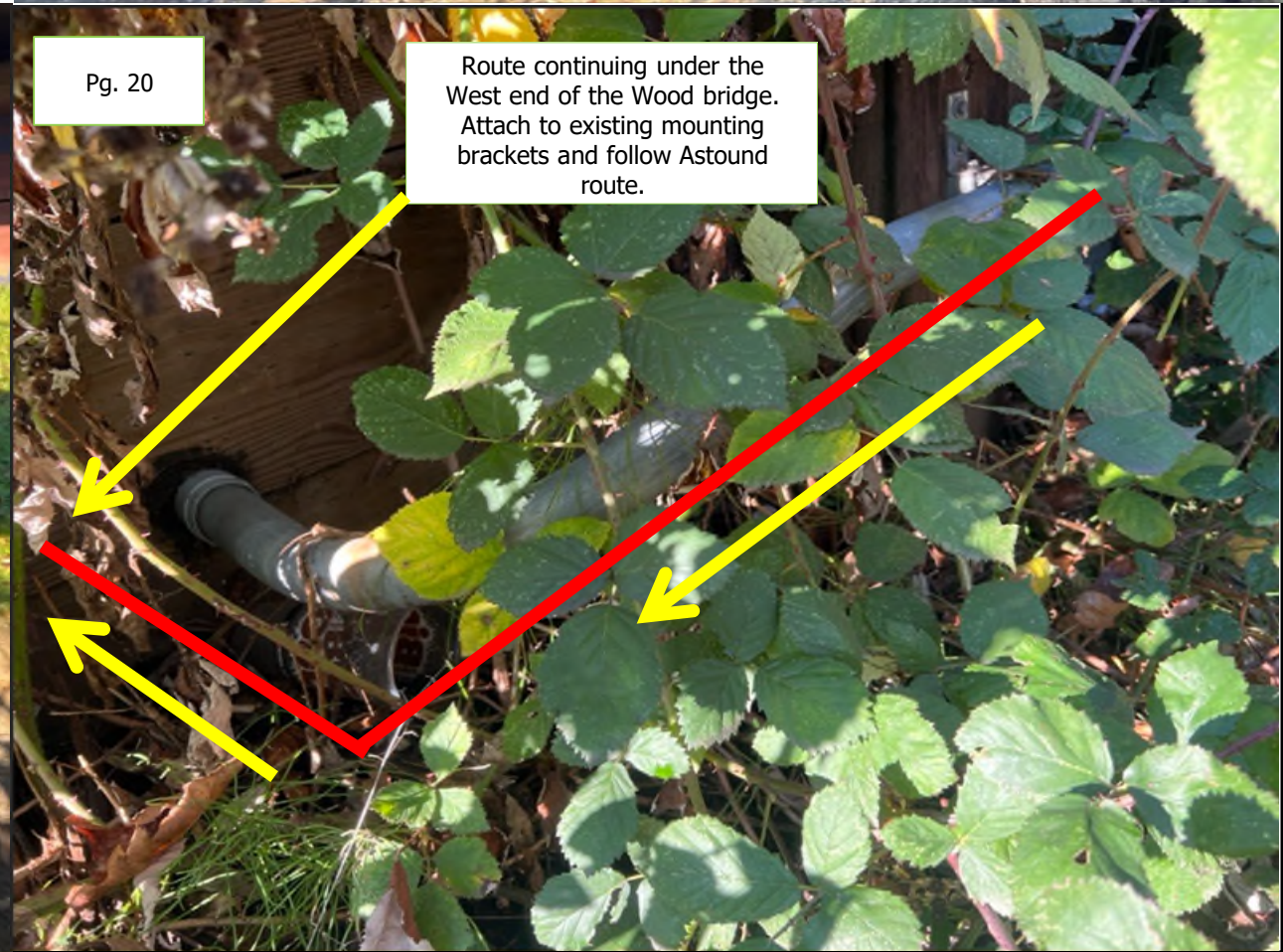
Route continuing West on North side of Wood Bridge. Attach to existing mounting brackets. Comcast to place pull point box next to Astound box.



Route continuing under the West end of the Wood Bridge. Attach to existing mounting brackets and follow Astound route.



Route continuing under the West end of the Wood bridge. Attach to existing mounting brackets and follow Astound route.



Route to exit West end of Wood bridge and bore West to a location behind walk.



Bore route continuing West



Bore route to end here behind walk. Place new vault.

