

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 informacion, por favor llame
503-588-6173*

DECISION OF THE HISTORIC LANDMARKS COMMISSION

MAJOR HISTORIC DESIGN REVIEW CASE NO. HIS15-48

APPLICATION NO. : 15-120340-DR

NOTICE OF DECISION DATE: December 18, 2015

REQUEST: Major historic design review of a proposal to rehabilitate the exterior of the Baggage Depot and add two bus awnings to accommodate a new Greyhound Bus Terminal at the Southern Pacific Railroad/Freight Depot site, individually listed on the National Register of Historic Places, zoned CG (General Commercial), and located at 500 13th Avenue SE; 97301; Marion County Assessor's Map and Tax Lot number: 073W26CB02402.

APPLICANT: Leah McMillan, Nathan Good Architects

LOCATION: 500 13th Avenue SE / 97301

CRITERIA: Salem Revised Code Chapter 230.065

DECISION: The Historic Landmarks Commission **GRANTED** Historic Design Review HIS15-48 with the following Condition of Approval:

Condition 1. The applicant shall reuse original restored siding on the West and South facades in order to restore the exterior of the Baggage Depot.



Andrew Hendrie, Chair

This Decision becomes effective on **January 5, 2016**. No work associated with this Decision shall start prior to this date unless expressly authorized by a separate permit, land use decision, or provision of the Salem Revised Code (SRC).

Application Deemed Complete:	<u>November 23 2015</u>
Public Hearing Date:	<u>December 17, 2015</u>
Notice of Decision Mailing Date:	<u>December 18 2015</u>
Decision Effective Date:	<u>January 5, 2016</u>
State Mandate Date:	<u>March 22, 2016</u>

The rights granted by this decision must be exercised by **January 5, 2018**, or this approval shall be null and void.

KF

Case Manager: Kimberli Fitzgerald, Historic Preservation Officer
kfitzgerald@cityofsalem.net, 503.540.2397

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., January 4, 2016.** Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter 230. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

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DECISION OF THE SALEM HISTORIC LANDMARKS COMMISSION

CASE NO. Historic Review Case No. HIS15-48 / AMANDA No. 15-120340-DR

FINDINGS: Based upon the application materials, the facts and findings in the Staff Report dated December 17, 2015 incorporated herein by reference, and testimony provided at the Public Hearing of December 17, 2015, the Historic Landmarks Commission (HLC) finds that the applicant adequately demonstrated that their proposal complies with the applicable provisions of the Salem Revised Code (SRC) 230.065 as follows:

Criteria: 230.065. General Guidelines for Historic Contributing Resources.

Findings:

(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.*

Finding: The HLC finds that the proposed change of use of the Baggage Depot to a Bus Station is a similar use that will not significantly alter street access, landscape design, entrance, height, footprint, fenestration or massing and that 230.065(a) has been met for this proposal.

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

Finding: The HLC finds that the applicant is proposing to reuse original historic siding and brackets on the exterior of the Depot and that 230.065(b) has been met for this proposal.

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

Finding: The HLC finds that the distinctive decorative brackets under the overhanging eaves surrounding the building have been treated with sensitivity, preserved utilizing standard historic preservation methods and will be reinstalled. The HLC finds that 230.065(c) has been met for this proposal.

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

Finding: The HLC finds that where replacement siding is required on the secondary facades, in kind materials will be used, and the profile and design of the siding will be replicated using the existing original siding as a model for matching the design profile, and that 230.065(d) has been met for 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.

Finding: The HLC finds that the roof features which reference the Queen Anne railroad architecture of the 1889 station have been recognized and respected. The HLC finds that the design of the proposed new bus canopies reference both the brackets in the design of the canopy legs and in the design of the pitch of the roof. The HLC finds that changes to the depot over time have been recognized and respected, and that 230.065(e) has been met for this proposal.

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

Findings:

Bus Canopies

The HLC finds that the design of the proposed canopies reflect the design of the Baggage Depot, through the reference to both the brackets in the design of the canopy legs and the pitch of the roof matching that of a portion of the Depot roof. The HLC finds that the proposed canopies are compatible in size, scale and material with the Baggage Depot and Southern Pacific Rail Station, and that the canopies designed to minimize any changes on the site thereby meeting SRC 230.065 (f).

Baggage Depot: Trim, Windows and Doors

The HLC finds that the proposed new door, window and trim design are compatible in size, scale and material with the Baggage Depot Building, thereby meeting SRC 230.065(f).

Baggage Depot Siding

The HLC finds that the applicant is proposing to install new siding on the north and east (secondary) facades. The HLC finds that provided the applicant can reuse original siding on the west and south (primary) facades; this will serve to preserve the exterior appearance of the siding on the exterior of the Depot. However, should more than 50% of the exterior siding not be original, the Baggage Depot will not be a restoration, and therefore in order to better meet SRC 230.065 (f) the HLC adopts the following CONDITION:

Condition 1: The applicant shall reuse original restored siding on the West and South facades in order to restore the exterior of the Baggage Depot.

HVAC

The HLC finds that the proposed HVAC improvements have been designed to minimize changes to the resource and the site, therefore SRC 230.065 (f) has been met for this portion of the proposal.

(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:

Bus Canopies

The HLC finds that no historic material will be lost, and no significant features will be obscured damaged or destroyed and that the proposed canopies are compatible in size, scale and material with the Baggage Depot and Southern Pacific Rail Station, thereby meeting SRC 230.065 (g).

HVAC

The HLC finds that the proposed HVAC improvements will not obscure, damage or destroy significant features of the Baggage Depot and that SRC 230.065 (g) has been met for this portion of the proposal.

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

Finding: The HLC finds that the applicant has not proposed any plans to correct structural deficiencies as part of this proposal and therefore SRC 230.065(h) does not apply to the evaluation of this proposal.

(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.

Finding: The HLC finds that the applicant has not proposed an excavation or regrading as part of this proposal and therefore SRC 230.065 (i) does not apply to the evaluation of this proposal.

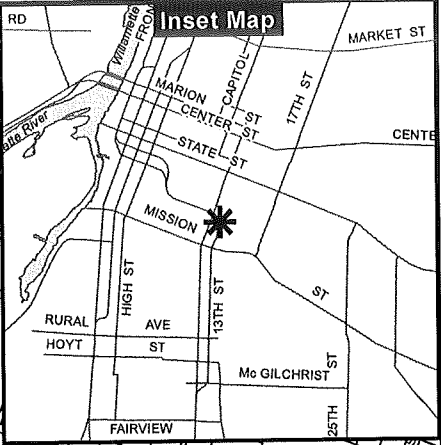
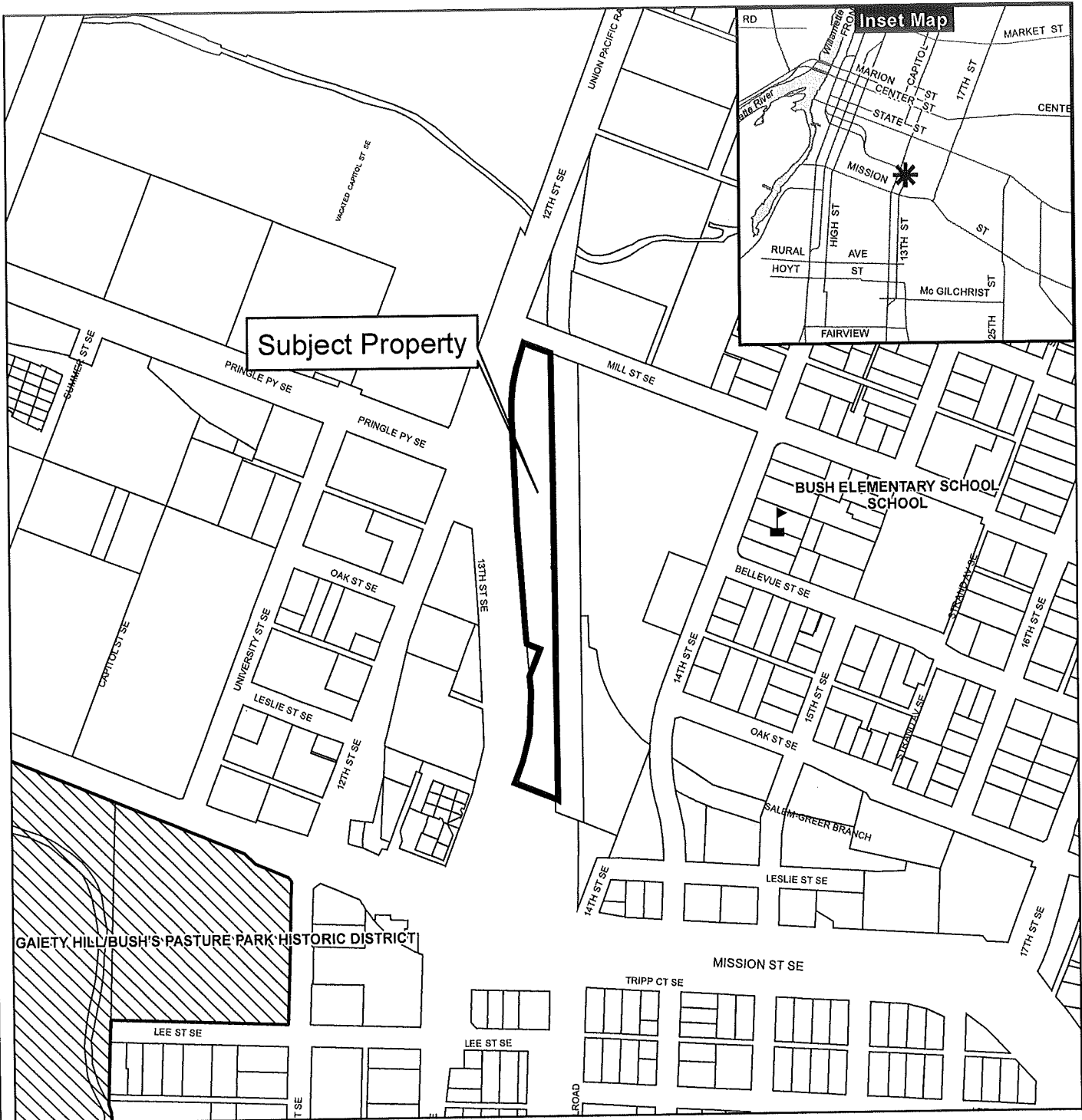
DECISION: The Historic Landmarks Commission APPROVES the HIS15-48 proposal with the following CONDITIONS:

Condition 1: The applicant shall reuse original restored siding on the West and South facades in order to restore the exterior of the Baggage Depot.

VOTE: YES 6 NO ABST ABSENT 3

Vicinity Map

500 13th Street SE

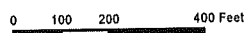


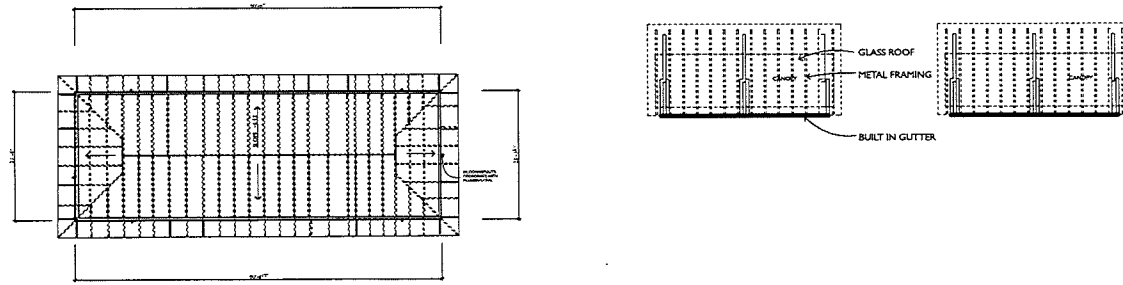
Legend

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

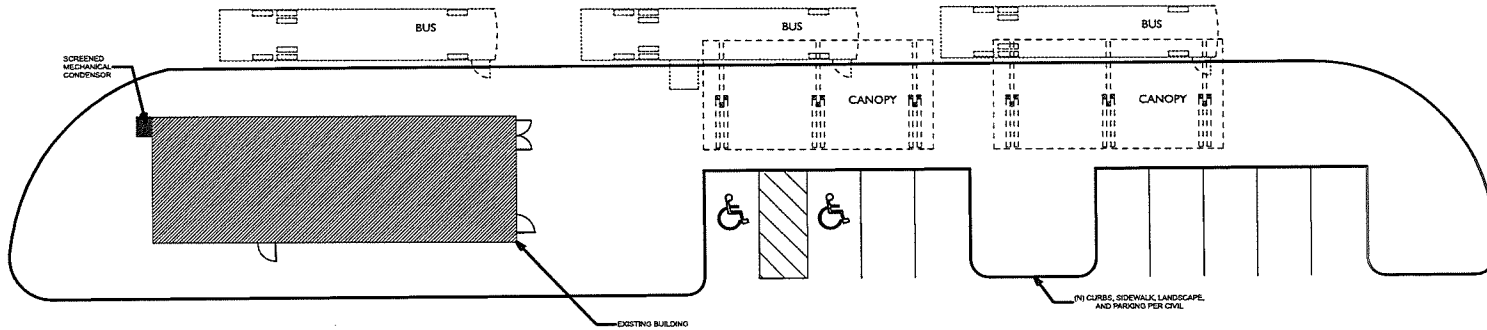
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 Community Development Dept.

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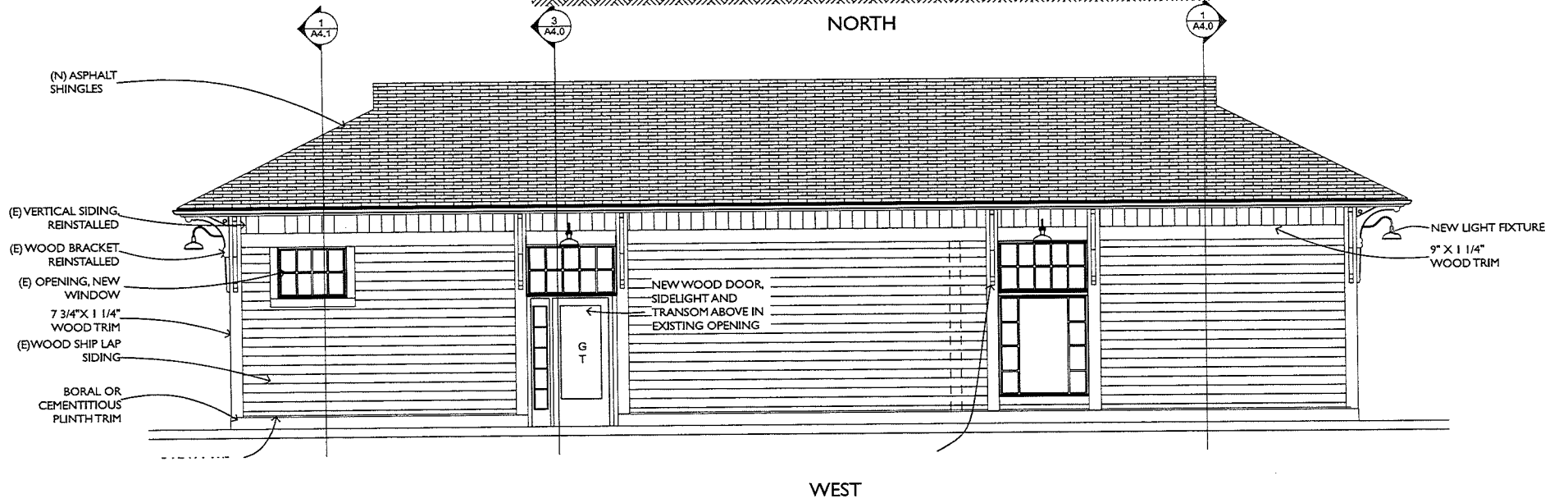
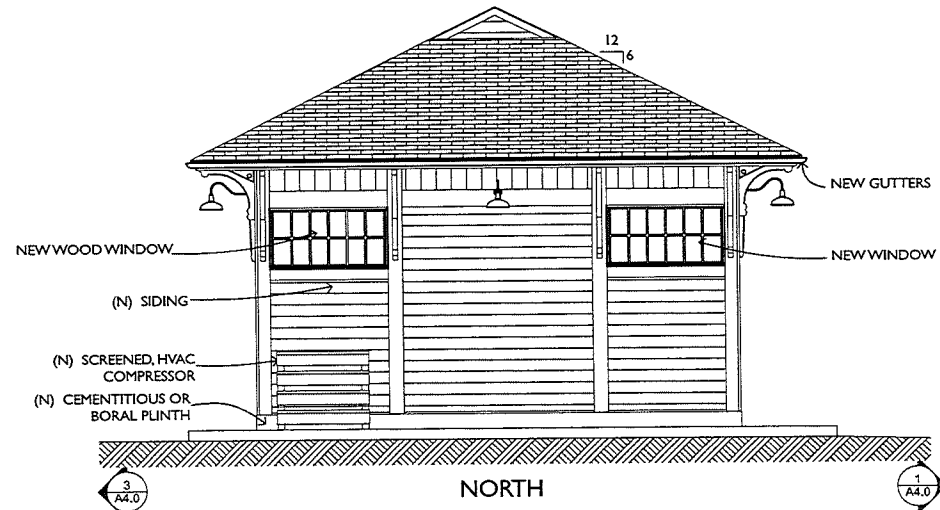


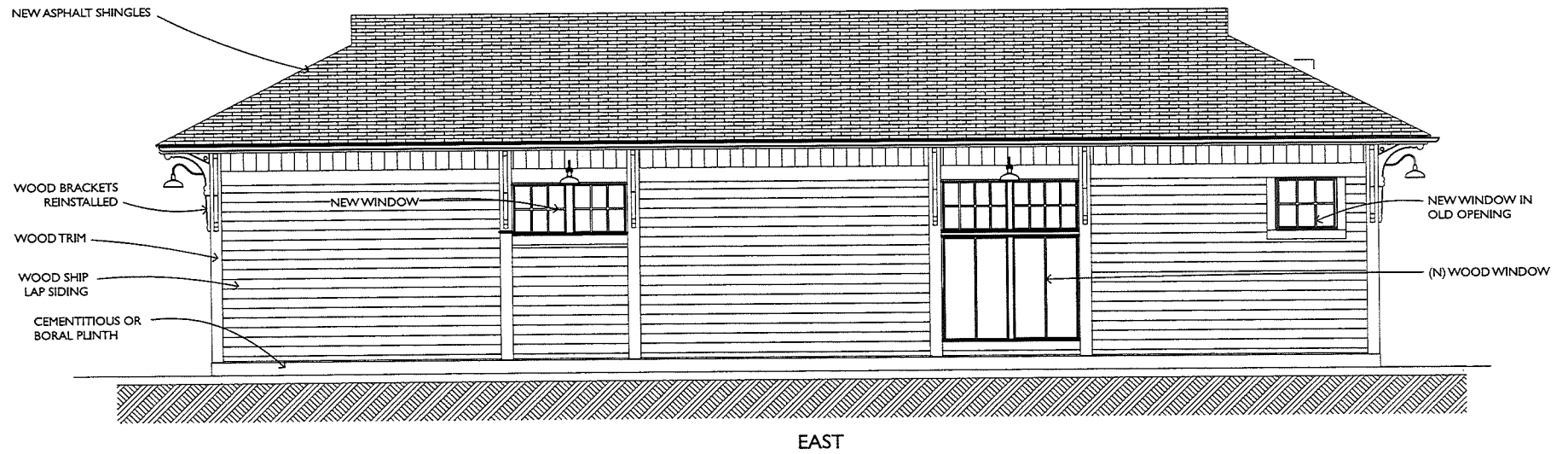
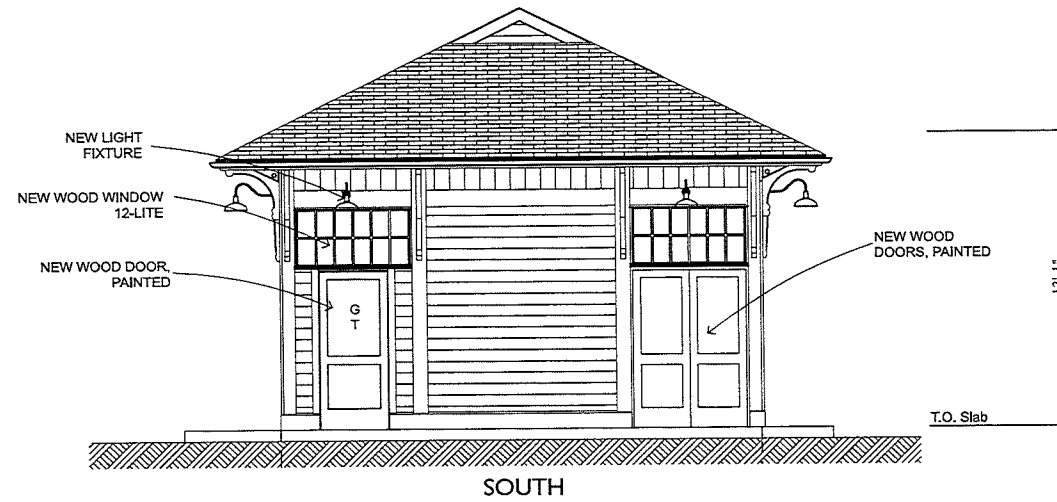


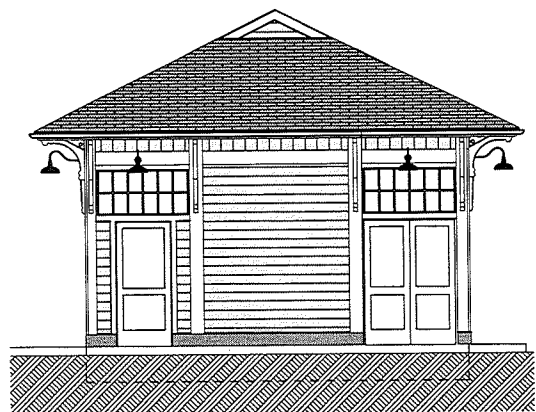
1 ROOF PLAN
SCALE: 1" = 20'



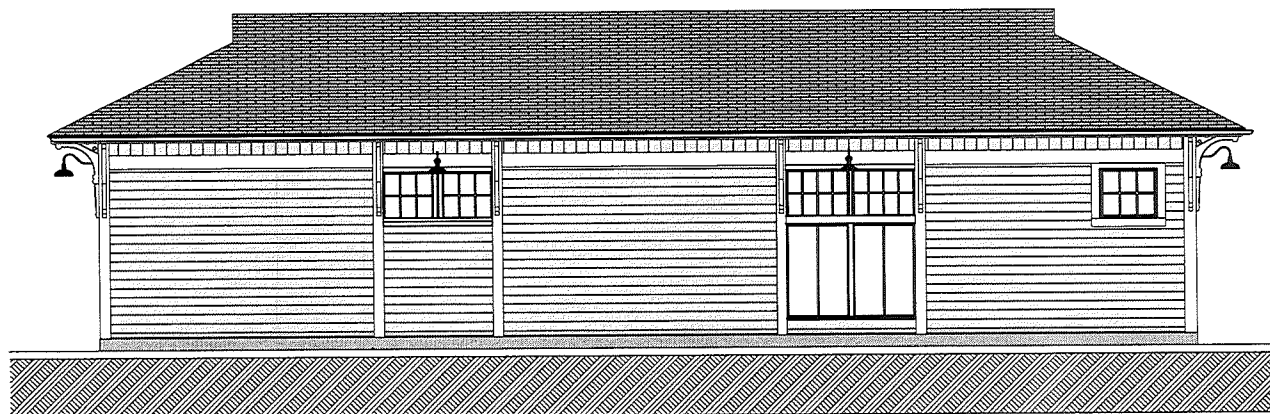
2 SITE PLAN
SCALE 1" = 20'



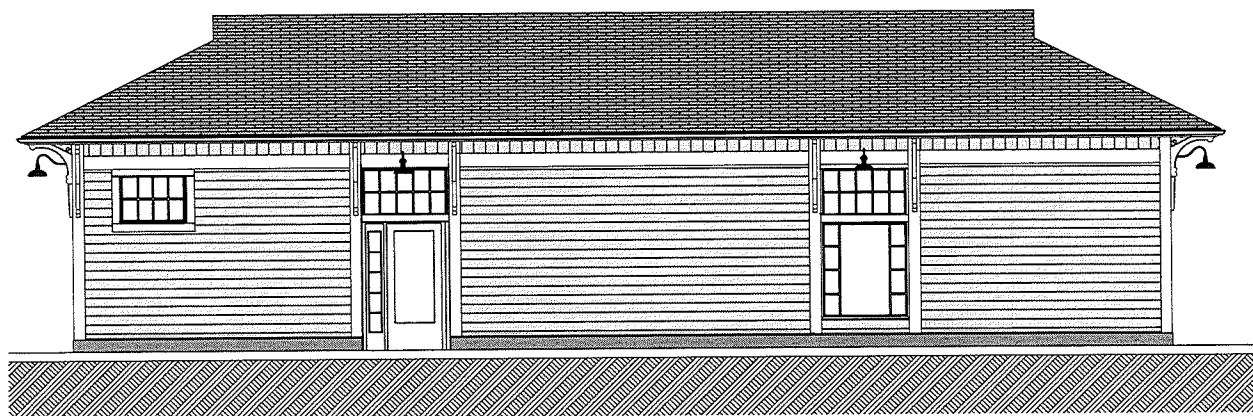




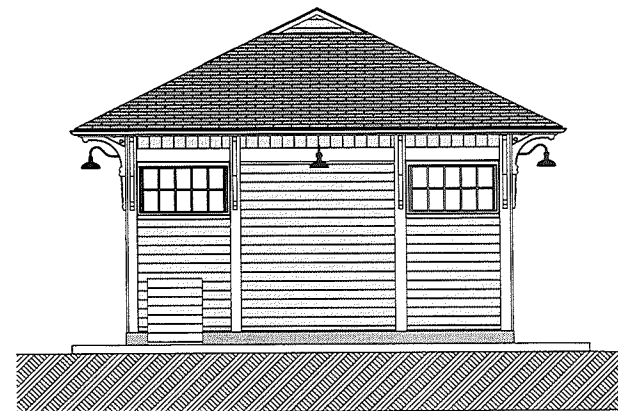
SOUTH



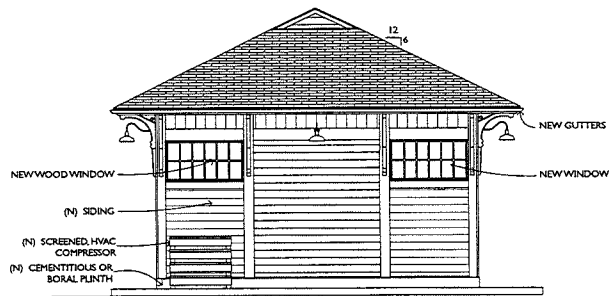
EAST



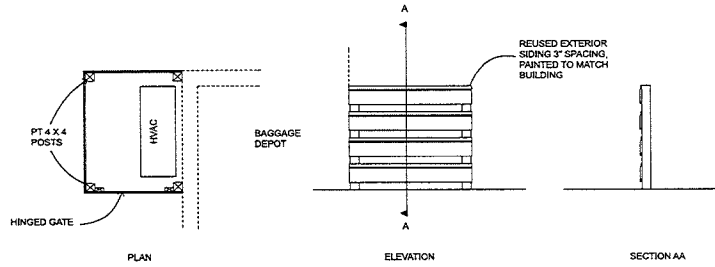
WEST



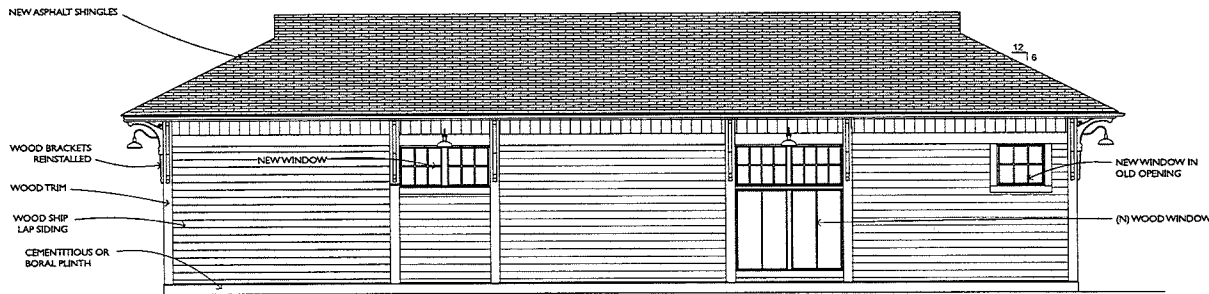
NORTH



1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"





3 SCREEN DETAIL
SCALE: 1/2" = 1'-0"



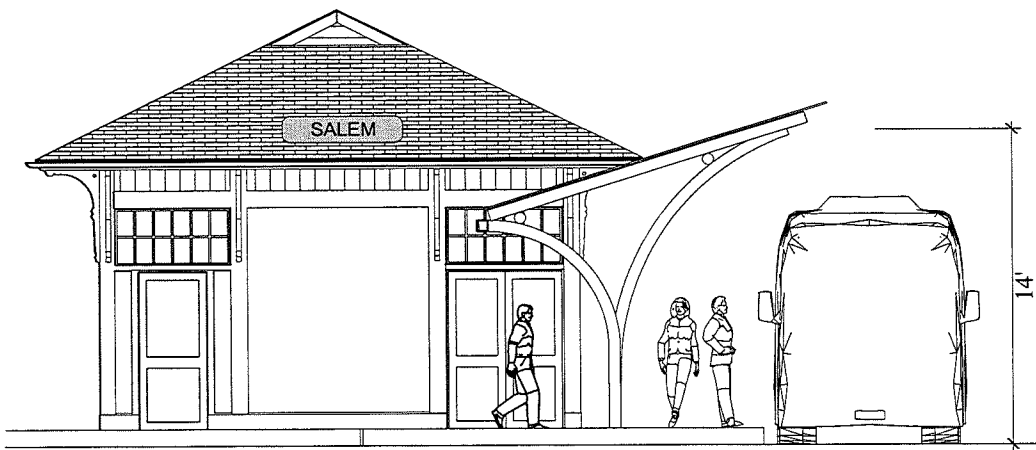
2 EAST ELEVATION
SCALE: 1/4" = 1'-0"

NOTES:
1. THE BUILDING NEEDS TO REMAIN SECURE AGAINST WEATHER, PESTS AND UNAUTHORIZED PEOPLE.
2. ALL HISTORIC PIECES BEING RE-USED SHOULD BE HANDLED AND STORED WITH CARE.
3. ANY DEMOLITION PIECES ARE ASSUMED TO CONTAIN LEAD AND SHOULD BE HANDLED AND DISPOSED OF APPROPRIATELY.
4. IF THERE ARE ANY ITEMS OF QUESTION, GOOIT OR THE ARCHITECT SHOULD BE CONTACTED.

KEY:
TFTI TENANT FURNISH, TENANT INSTALL
OFCI OWNER FURNISH, CONTRACTOR INSTALL
(N) NEW
(D) DEMO
(E) EXISTING
WRB WEATHER RESISTANT BARRIER
AR ABUSE RESISTANT
HI HIGH IMPACT
WR WATER RESISTANT
FOF FACE OF FINISH
FOS FACE OF STUD
FOF FACE OF TRUSS
FF FINISH FLOOR
G GLAZING
T TEMPERED
O OSCURED
DS DOWNSPOUT

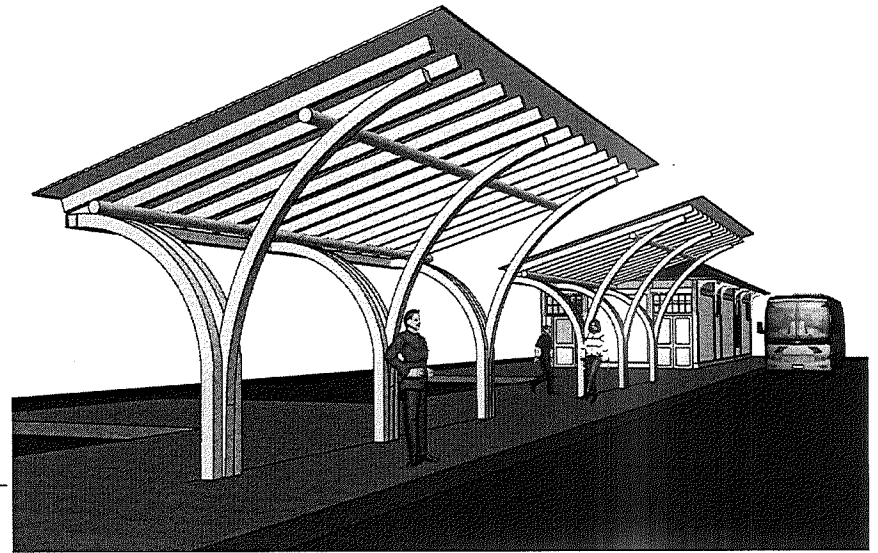
FOR REVIEW ONLY	 OREGON DEPARTMENT OF TRANSPORTATION
	 NATHAN GOOD ARCHITECTS, PC 205 Liberty Street N.E., Suite B Salem, Oregon 97301 Ph: 503.370.4448
	SALEM RAILROAD STATION BAGGAGE DEPOT REHABILITATION SALEM, OREGON MARION COUNTY
	Reviewed By - NG Designed By - JRL/NM Drafted By - JRS/SALNM
EXTERIOR ELEVATIONS	
SHEET NO. A4.1	

SCALE WARNING
If scale bar doesn't fit, measure one inch then drawing is not to scale



ELEVATION LOOKING NORTH

SCALE: 3/16" = 1'-0"



PERSPECTIVE LOOKING NORTH

NOT TO SCALE

