



CITY OF OREGON CITY HISTORIC REVIEW BOARD AGENDA

Virtual Meeting
Tuesday, November 22, 2022 at 7:00 PM

This meeting will be held online via Zoom; please contact ocplanning@orccity.org for the meeting link.

CALL TO ORDER

PUBLIC COMMENT

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda. To assist in tracking your time, refer to the timer at the dais. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Historic Review Board Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

PUBLIC HEARING

1. GLUA-22-00035: HR 22-00012 De-Designation or reduction of the size of a Landmark located at 13889 Cleveland Ave (A.D. Hill House)
2. GLUA 22-00031: HR-22-00011 Resubmission for a full ADA Ramp Modification of HR 20-00001 -1020 5th Street

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments. Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Historic Review Board **Agenda Date:** 11/22/2022
From: Senior Planner Christina Robertson-Gardiner

SUBJECT:

GLUA-22-00035: HR 22-00012 De-Designation or reduction of the size of a Landmark located at 13889 Cleveland Ave (A.D. Hill House)

STAFF RECOMMENDATION:

Staff recommends denial of the de-designation request (HR 22-0012) and recommends a reduction in the size of the Landmark at 13889 Cleveland Street (A..D Hill House) to allow options for redevelopment of some portion of the lot.

EXECUTIVE SUMMARY:

The Applicant seeks to remove the landmark designation. The Applicant indicates that she was raised in the house her grandparents and mother previously owned. She indicates that her family did not give permission for the designation and believes the house does not warrant the distinction.

The A.D.Hill house is located on the southwest corner of a large 40,767 square-foot lot with mature landscaping with an identified but not formally delineated stream along the Harley Avenue frontage. The site was annexed into the City of Oregon City in 1989, and the house, and guesthouse to the rear, were locally designated in 1991.

Landmark Reduction

Since the October 25, 2022 HRB meeting, the Applicant has requested that the HRB look at options to reduce the size of the Landmark. Staff visited the site on November 8 and 14th to determine options for the reduction. While the house has generally remained in the same condition since the 2011 Landmarks resurvey, Staff found that the abutting landscaping beyond the house has not been kept up and is in generally fair to poor condition. Many of the smaller trees and shrubs look to be planted within the last 30-40 years and have not been maintained. The detached front garage appears to have aged significantly in the last decade. The outbuilding described in the Landmarks survey looks to be built in the 1930s-1940s, and was, at one time, used as a small bedroom. It is in fair to poor condition.

As part of the analysis for the reduction in the size of the Landmark, the Board will need to determine if the rear outbuilding should be retained within the boundary of the Landmark as a contributing structure

BACKGROUND:

See Staff Report and Recommendation document in the agenda item attachments.

OPTIONS:

1. Deny the request for de-designation and deny the request for Landmark reduction
2. Deny the request for de-designation and Approve the request for Landmark reduction (Option 1, Option 2 or an alternate option proposed by the Board)
3. Continue the hearing to January 24, 2023 to request additional information.



**Historic Review
Staff Report and Recommendation
REVISED
November 15, 2022**

A preliminary analysis of the applicable approval criteria is enclosed within the following staff report. All applicable criteria shall be met or met with conditions in order to be approved. The Historic Review Board may choose to adopt the findings as recommended by Staff or alter any finding as determined appropriate.

FILE NO.: GLUA-22-00035: HR 22-00012

1st HEARING DATE: November 22, 2022 Historic Review Board Hearing
Virtual

**APPLICANT/
OWNER:** Judith Diane Woitte
PO Box 235
Hoona, Alaska 99829

LOCATION: 13889 Cleveland Ave
Oregon City, OR 97045
2-2E-29AA-01000

REQUEST: De-Designation or reduction of the size of a Landmark located at 13889
Cleveland Ave (A.D. Hill House)

REVIEWER: Christina Robertson-Gardiner, Senior Planner AICP crobertson@orc.org

RECOMMENDATION: Staff recommends denial of the de-designation request (HR 22-0012) and recommends a reduction of the size of the Landmark as further described in the staff report

CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Chapter 17.40, Historic Overlay District in Chapter 17.40, and "Low Density Residential District in Chapter 17.08 of the Oregon City Municipal Code. The City Code Book is available on-line at www.orcity.org. The criteria for de-designation are the same for designation and are set forth in Section 17.40.050 Designation procedure

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Historic Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Historic Review Board may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290(C) must officially approve the request through a vote of its general membership or Board at a duly announced meeting prior to the filing of an appeal.

Recommended Conditions

If the Historic Review Board finds that the Applicant can comply with the applicable criteria, the following conditions of Approval apply.

(P) = Verify that condition of Approval has been met with the Planning Division.

(DS) = Verify that condition of Approval has been met with the Development Services Division.

(B) = Verify that condition of Approval has been met with the Building Division.

(F) = Verify that condition of Approval has been met with Clackamas Fire Department.

Staff recommends denial of the de-designation request (HR 22-0012) and recommends a reduction in the size of the Landmark at 13889 Cleveland Street (A..D Hill House) to be retained onsite to allow options for redevelopment of some portion of the lot. As the survey forms do mention mature trees, care should be taken to ensure that some of the trees onsite are retained within the landmark border or through a covenant/easement if located outside.

Staff has presented two options for Landmark reduction boundaries; the Historic Review Board could choose to accept one or both of the options or provide an alternative option at the November 22, 2022 hearing.

1. The size of the Landmark can be reduced through Option 1 or Option 2 if the Board finds that the outbuilding located at the rear of the property is not required for retention as a contributing structure. If the Board finds that the outbuilding does retain significance, the Applicant can reduce the boundary of the Landmark to no smaller than Option 2. (P)
2. If the Applicant chooses to divide the property through the minor partition process, the Landmark shall encompass the full parcel created for the Landmark. (P)
3. To ensure that there is adequate spacing between the A.D. Hill House and any new construction onsite, the Applicant shall either:
 - a. Record an easement or covenant on the property that does not allow any new construction within 25 feet of the Landmark footprint as of 2022 (if the boundary is reduced),
 - b. Provide a Historic Review of any infill development before the Landmark boundary is reduced. The Historic Review Board will review all future additions or new construction within a Landmark boundary. (P)
4. The Applicant shall record a covenant that requires retention of the following trees onsite, unless disease, dying or dead, and replanting of the same or similar species should occur in the same general area if removed.
 - a. Douglas Fir abutting the front property line
 - b. Oregon White Oak abutting the rear property line

Trees located within the Natural Resources Overlay District will be regulated per OCMC 17.49(P)

BASIC FACTS:

The A.D.Hill house is located on the southwest corner of a large 40,767 square-foot lot with mature landscaping and an identified but not formally delineated stream along the Harley Avenue frontage. The site was annexed into the City of Oregon City in 1989, and the house and guesthouse to the rear (photos not provided) were locally designated in 1991. The 1991 survey form describes its significance and eligibility for listing "*the house is a good example of the vernacular style. It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation. Alterations are limited and many are reversible.*"

Notice of the proposal was sent to property owners within three hundred feet of the subject property and the CIC. Additionally, the property was posted with a Notice of Land Use sign with details about the proposal. Transmittals were sent to various City departments and other agencies regarding the proposed development plan. Relevant comments from City departments are addressed in this report as appropriate.

Public CommentPaulette Merrill, 16390 Hiram Ave

Ms. Merrill does not support the request for de-designation. Ms. Merrill supports the retention of historic homes in Park Place among the infill development.

Sarah Radocchia (no address given)

Ms. Radocchia does not support the request for de-designation. "I fear they do not care about the historic roots this house has. I think they want the status change so that the historic home can be taken down and the whole lot can be developed."

Applicant Request

The Applicant initially sought to remove the landmark designation. The Applicant and current owner indicates that she was raised in the house her grandparents and mother previously owned. She indicates that her family did not give permission for the designation and believes the house does not warrant the distinction. She goes on to point out that the small home has been altered in the past, and in the 1990s, rehabilitation was not pursued for structural reasons. As of the October 25, 2022 HRB Hearing, the Applicant is no longer pursuing de-designation; instead, they are requesting a reduction of the Landmark to a size determined by the Historic Review Board.

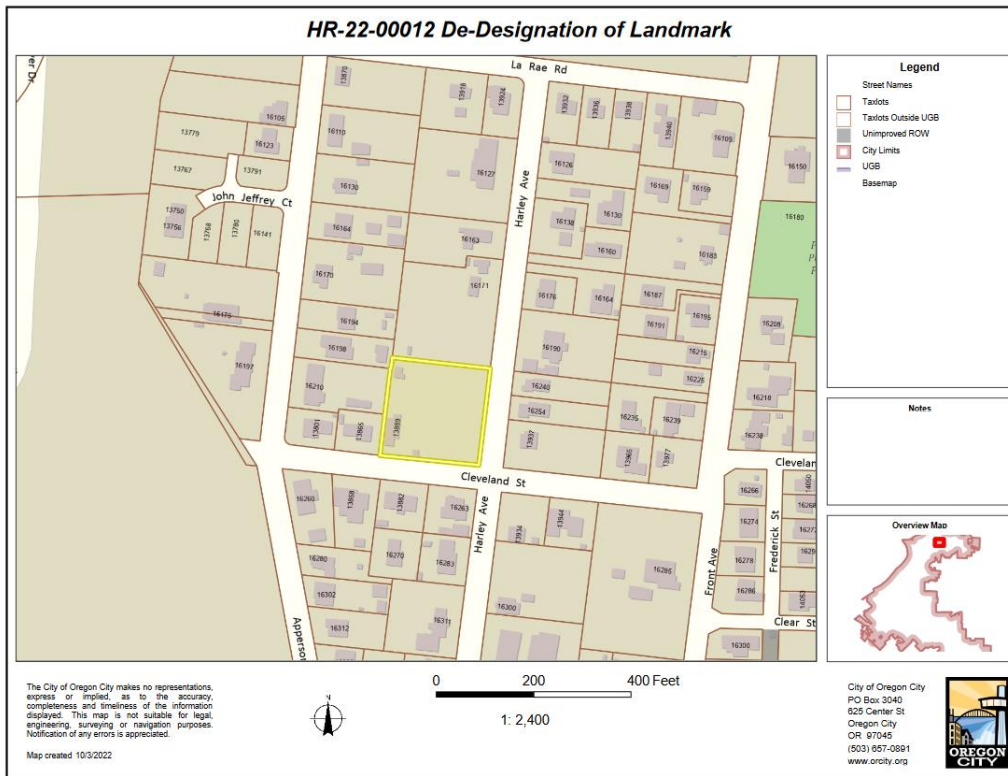


Figure 1 – Vicinity Map

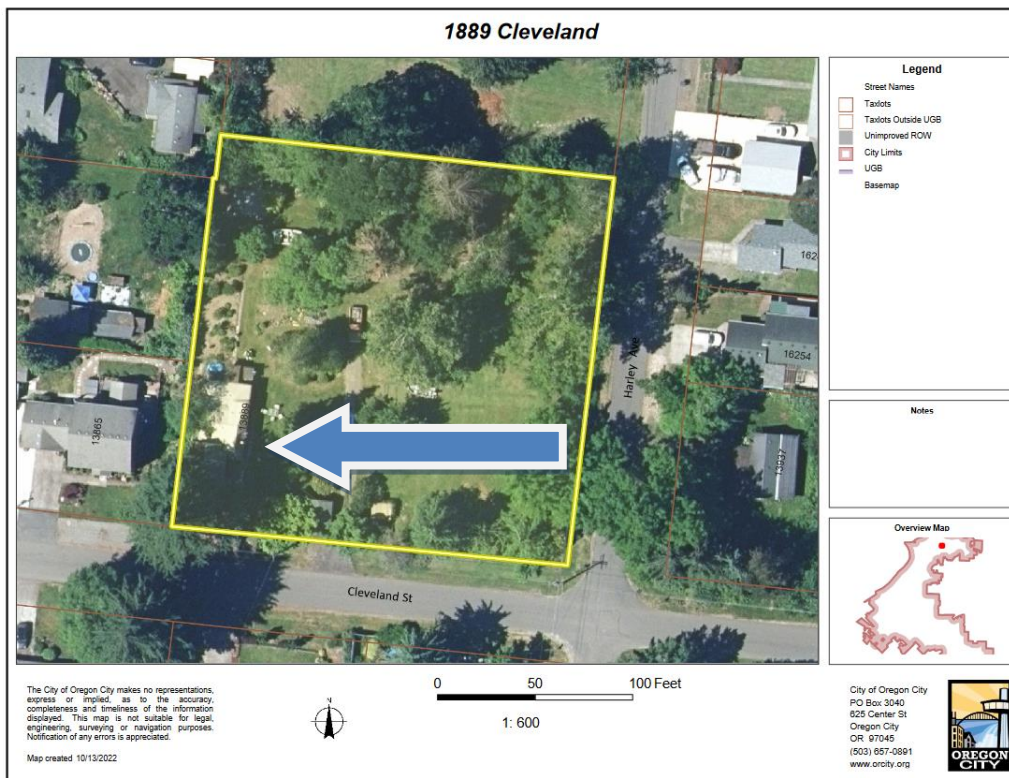


Figure 2- Aerial Map

Natural Resources Overlay District (NROD)



Figure 3- NROD Map- non-delineated- If found to be a year-round stream with a wetland- a 50-foot buffer will be applied to any site development subject to OCMC 17.49 Natural Resources Overlay District.



Figure 4- Front elevation



Figure 5- Side elevation



Figure 6- Side elevation -yard context

13889 Cleveland Street - A.D. Hill House

Statement of Significance: A.D. Hill is believed to be the original owner of the subject property, which he purchased in 1892 and owned until 1906, when he sold it to Mary and Albert Hayhurst. Mary Hayhurst was born in Ohio in 1890. She lived in Oregon City, then Woodburn, and finally moving to Molalla. Mary, who was widowed by 1921, sold the property to H.D. and Elizabeth Rosenbraugh. The Rosenbraughs apparently lost the property after a lawsuit to K.C. Mohrhardt in 1926. Two years later it was purchased by Constance and Ben Stricker, who owned through the historic period. The house is a good example of the Vernacular style. It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation. Alterations are limited and many are reversible. Most noticeable are the window replaced on the hipped bay and the porch enclosed on the north (rear) elevation. Other changes include the concrete ramp on the side elevation, the addition of fiberglass panels to the front and side porches, and the addition of a chimney on the east elevation. A garage, which appears to date from the early 20th century, and another building, date unknown, are also on the property. Landscape features, including mature coniferous and deciduous trees, contribute to the historic character of the dwelling.

Park Place Landmark Designation

In July 1989, the Park Place Neighborhood was annexed to Oregon City. Following the annexation, properties in this neighborhood were zoned to correspond with the existing County designations. In addition to the primary zoning designations (single-family, duplex, etc.), the City adopted interim protective regulations for a list of potentially historic properties. These interim designations were based on properties that were identified on the Clackamas County Cultural Resource Inventory or had been identified by the City during a preliminary inventory of the Urban Growth Boundary done in 1983.

In the spring and summer of 1990, the City hired a consultant to conduct an in-depth survey and inventory of Park Place. That research was completed in August of 1990. Based on the research and evaluation, a list of

properties was recommended for permanent landmark designation. 13889 Cleveland Street A.D. Hill House- was on the list of properties eligible for local designation. The owner of the A.D. Hill House in 1990 was Joan Adams (Stickler). A letter (exhibit 6b) was sent to the property indicating the property was on the list of recommended landmarks and provided information about the upcoming February 28, 1991 Historic Review Board meeting. On March 5, 1991, a Notice of Decision (Exhibit 6f) was mailed to Joan Adams (Stickler) indicating that 13889 Cleveland Street (A.D. Hill House) was approved for local destination and provided a deadline for appeal.

Subsequent Property Transfer

On February 22, 2005, the property was transferred to Judith Diane Woitte, who is the daughter of Joan Adams (Stickler).

Landmark Reduction

Since the October 25, 2022 HRB meeting, the Applicant has requested that the HRB look at options to reduce the size of the Landmark. Staff visited the site on November 8 and 14th to determine options for the reduction. While the house has generally remained in the same condition since the 2011 Landmarks resurvey, Staff found that the abutting landscaping beyond the house has not been kept up and is in generally fair to poor condition. Many of the smaller trees and shrubs look to be planted within the last 30-40 years and have not been maintained. The detached front garage appears to have aged significantly in the last decade. The outbuilding described in the Landmarks survey looks to be built in the 1930s-1940s, and was, at one time, used as a small bedroom. It is in fair to poor condition.

As part of the analysis for the reduction in the size of the Landmark, the Board will need to determine if the rear outbuilding should be retained within the boundary of the Landmark as a contributing structure.



FIGURE 7 LOOKING WEST AT REAR OUTBUILDING

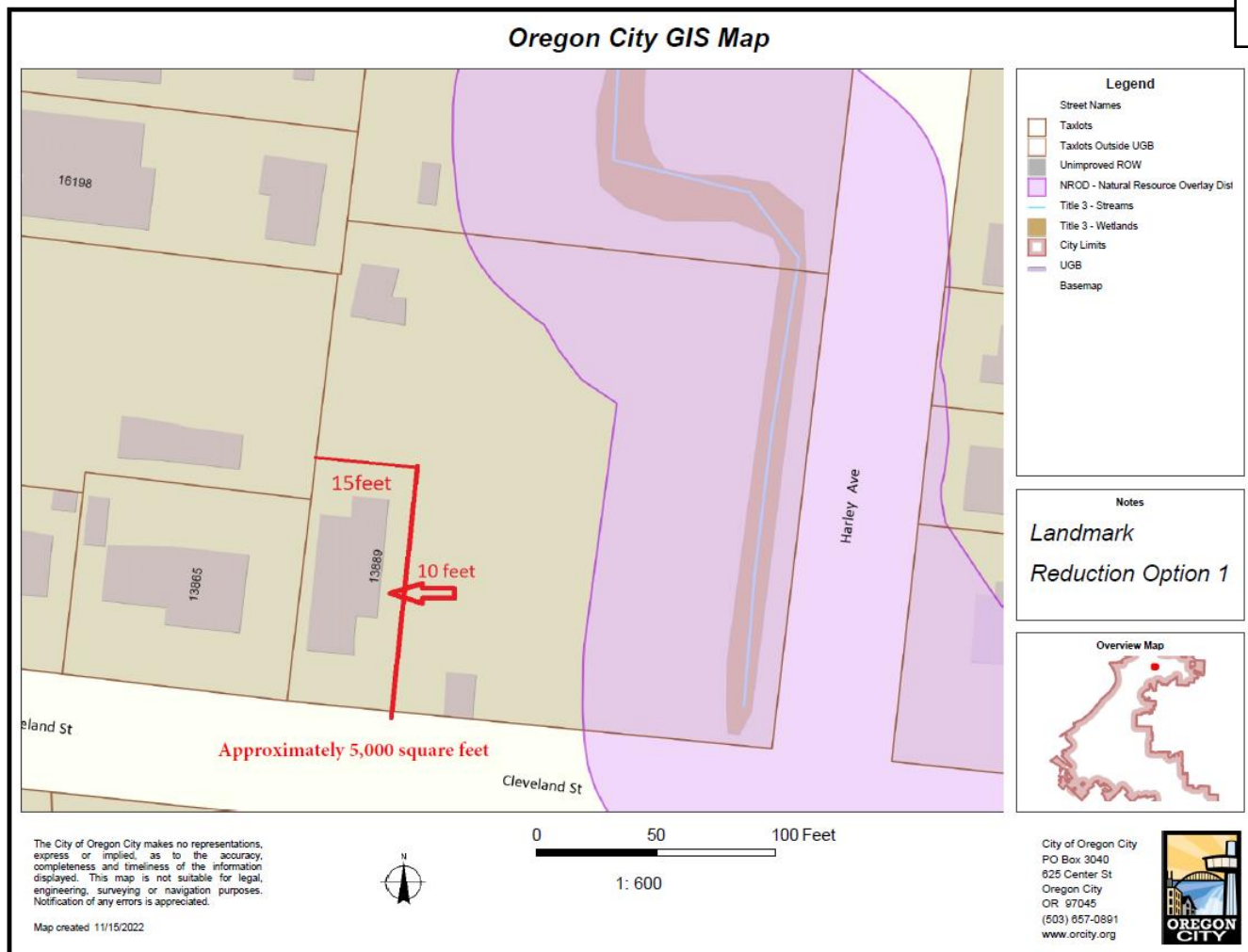


Figure 8

Option 1 reduces the Landmark boundary with no less than a 15 feet rear separation and 10-foot side separation. This configuration provides for about a 5,000-square-foot boundary. Option 1 does not include the detached garage or detached outbuilding

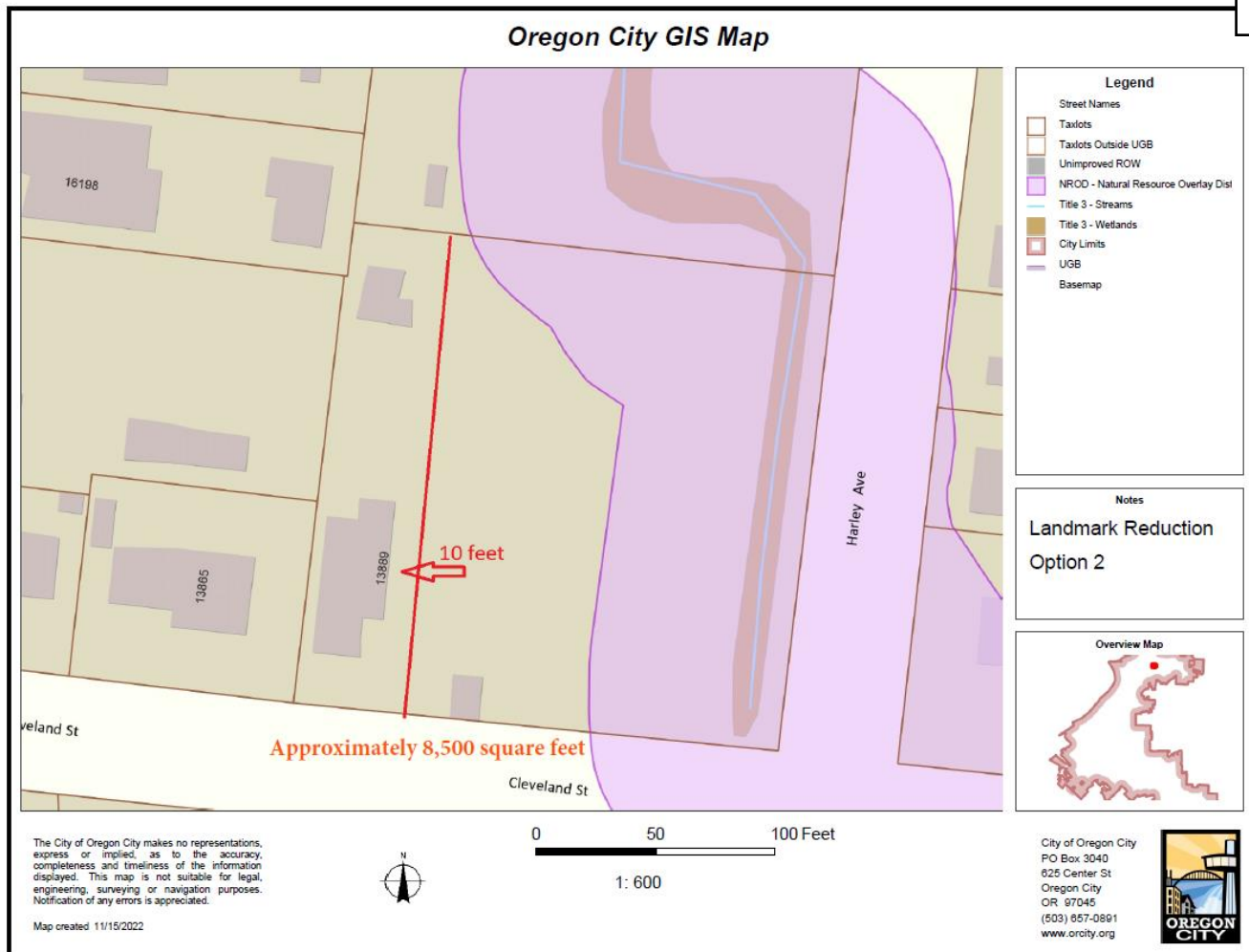


Figure 9

Option 2 reduces the Landmark boundary with no less than a 10 feet separation from the main structure. This configuration provides for about an 8,500-square-foot boundary. Option 2 does not include the detached garage but does include the detached outbuilding

ANALYSIS AND FINDINGS:

Owner Consent

Before getting into the local criteria for de-listing a historic resource, there is a special state law that can exempt owners from such requirements under limited circumstances that deserves further discussion. ORS 197.772(3) provides that:

"(3) A local government shall allow a property owner to remove from the property a historic property designation that was imposed on the property by the local government.

An Oregon Administrative Rule (OAR) 660-023-0200(9)(a) provides the following additional guidance for these requirements:

(a) A local government must remove a property from the resource list if the designation was imposed on the property by the local government and the owner at the time of designation:

- (A) Has retained ownership since the time of the designation, and
- (B) Can demonstrate that the owner objected to the designation on the public record, or
- (C) Was not provided an opportunity to object to the designation, and
- (D) Requests that the local government remove the property from the resource list.

The subject property was designated a historic landmark in 1991 and at the time, the property was owned by Joan Adams (Stickler). The current property owner is Judith Diane Woitte. There is no indication that Judith Woitte was the owner at the time of the designation. Although this circumstance alone is sufficient to disqualify this owner from seeking unilateral de-designation under state law, the current owner has similarly failed to produce evidence that they objected in the record when the designation was imposed.

For these reasons, the only avenue for de-designation of the AD Hill House is to consider whether it satisfies the local criteria set forth in OCMC 17.40.050(D) Designations. In other words, whether the resource retains the same preservation values as it did when it was originally designated. If the Board finds the A.D. Hill House retains its significance as an eligible Landmark, the request for designation should be denied.

OCMC 17.40.050(D) sets out the criteria for listing/de-listing and requires that the Historic Review Board consider the following criteria:

Approval Criteria

D. In preparing the recommendation or decision, the historic review board shall limit its review to:

1. Whether the proposed district or Landmark would serve the purpose of the historic overlay district as stated in Section [17.40.010](#); and

17.40.010 - Purpose.

It is declared as a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical or aesthetic interest or value is a public necessity and is required in the interest of the health, prosperity, safety and welfare of the people. The purpose of this chapter is to:

A. Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the City's cultural, social, economic, political and architectural history;

Finding: Complies as Conditioned. This structure retains many of the characteristics of a simple vernacular residence and was identified as a contributing resource in both the 1990 and 2011 survey forms. Per the 1990 survey form, the house was found to be in good condition and exterior-eligible architectural elements and materials were intact. *It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation. Alterations are limited and many are reversible. Most noticeable are the window replaced on the hipped bay and the porch enclosed on the north (rear) elevation. Other changes include the concrete ramp on the side elevation, the addition of fiberglass panels to the front and side porches, and the addition of a chimney on the east elevation. A garage, which appears to date from the early 20th century, and another building, date unknown, are also on the property.*

The 2011 resurvey completed by Diana Painter, preservation consultant, indicates no change in eligibility for the property. *"The changes seen on this building today were in Place when it was surveyed in 1990. The fiberglass panels that enclose porches are temporary and do not detract from the structure on a permanent basis. The building retains the same integrity it displayed in 1990 and is a historic resource."*

Both Option 1 and Option 2 preserve the house on the site with additional setbacks and tree protections. The land removed from the Landmark boundary is planted with trees of various ages and sizes. One large sweetgum tree is located close to the direct center of the lot in the exact location of a potential infill project and is not recommended for retention. The trees located within the NROD buffer will be regulated through OCMC 17.49 Natural Resources Overlay District.

B.Safeguard the City's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;

Finding: Comply. Allowing for a reduction in the size of the Landmark will keep the historic house and allow for housing infill within the areas of the lot not located within the boundary or the Natural Resources Overlay District. Preserving the architecturally significant buildings of a community without taking care to preserve and interpret the more modest houses does a disservice to the citizens of Oregon City and warps our understanding of 19th and early twentieth-century history.

C. Complement any National Register Historic districts designated in the City;

Finding: Not Applicable This property is located on the City's northeast end and is very separated from the Canemah National Register District -3 miles away to the southwest.

D.Stabilize and improve property values in such districts;

Finding: Not Applicable/Complies This Landmark is not located in either the Canemah National Register Historic District or the local McLoughlin Conservation District. The house is in fair to good condition. It does not distract or diminish from the surrounding neighborhood, nor has any public comment indicated that removing the house from local designation and allowing its demolition would stabilize or improve adjacent property values. Moreover, the City has instituted demolition by neglect code language (OCMC 15.25) that encourages property owners to maintain the structural integrity of buildings regardless of the ownership.

E.Foster civic pride in the beauty and noble accomplishments of the past;

Finding: Complies. Staff disagrees with the Applicant's assertion that "the home does not warrant such distinction." A home can be plain, modest, lack ornamentation, and still be suitable for preservation as part of the City's built heritage. Workers, and the housing that services them, play an important role for understanding the accomplishments of the City. Smaller working-class housing is an essential component of the City's historic inventory.

F.Protect and enhance the City's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;

Finding: Complies Heritage tourism is a main component of Oregon City's tourism strategy. This runs from supporting heritage museums and businesses to ensuring that the City retains its historic fabric city-

wide as a destination. Allowing for the retention of resources that are clearly eligible for local listing supports the community identity as Oregon's hometown.

Item #1.

G.Strengthen the economy of the City;

Finding: Complies The rehabilitation and reuse of historic structures can contribute to the health of the community by investing in local tradespeople and designers. Pursuing a reduction in the size of the Landmark or allowing infill new construction on site, such as [detached middle housing duplex or triplex](#), is an avenue to retain the house and provide additional dwelling units and investment to the City.

H.Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing, and public welfare of the City; and

Finding: Complies Staff finds that the home retains sufficient landmark-eligible design qualities necessary to serve as a means to educate the public about later 19th-century and early 20th-century resettlement patterns, provides needed housing, and enhances the public welfare of the City. The reduction of the Landmark boundary does not affect this goal.

I.Carry out the provisions of LCDC Goal 5. See findings discussing the City's Comprehensive Plan below.2.Conformity with the purposes of the city comprehensive plan.

Historic Buildings Outside Identified District Boundaries

There are many historic buildings outside the designated Historic Districts. Some of the buildings are among the oldest in the City, and many stand alone because they were originally built outside of "urban" Oregon City in what used to be farm and pastureland. City areas outside the Canemah and McLoughlin areas have been surveyed to identify the most significant buildings.

Present Status. Efforts to preserve individual historic buildings have been scattered. There is little public recognition of the historic value of significant buildings outside of McLoughlin and Canemah except for the more prominent and expensive estate homes. The Ely, Park Place, Rivercrest, and South End areas in particular have deteriorated, and some of the older homes have been demolished, often to the detriment of the area. Demolition and major incompatible remodeling are critical problems for historic preservation because they are usually irreversible. Private preservation and restoration efforts should be encouraged and assisted by local recognition of significant individual historic buildings throughout Oregon City.

Historic Landmarks

Historic landmarks are structures or sites with unusual historic importance and contribute to the City's identity. Maintenance costs are often returned in tourism revenues. Appreciation of local culture and history is enhanced.

Criteria for designation as a historic landmark are:

- association with a major historic person
- association with an historic event or period of time
- association with a former or continuing institution that has contributed to the life of the City

- embodiment of the distinctive characteristics of a type, period, or method of construction, or representation of the work of a master, or possession of high artistic values, or representation of a significant and distinguishable entity where components may lack individual distinction
- association with a group, organization, enterprise in history

Finding: Complies. The reduction of the Landmark boundary does not affect its historic significance as the land/landscaping removed is not integrated with the house. Staff disagrees with the Applicant's assertion that "the home does not warrant such distinction." A home can be plain, modest, lack ornamentation, and still be suitable for preservation as part of the City's built heritage. The house is generally still intact and, based on the survey form, provides a good example of vernacular housing. Protecting simple vernacular housing plays an important role in understanding the accomplishments of the City. The history of the City is enhanced by retaining structures that contribute to its full story. Moreover, the significance of the house has not changed since its initial designation in 1991.

CONCLUSION AND RECOMMENDATION

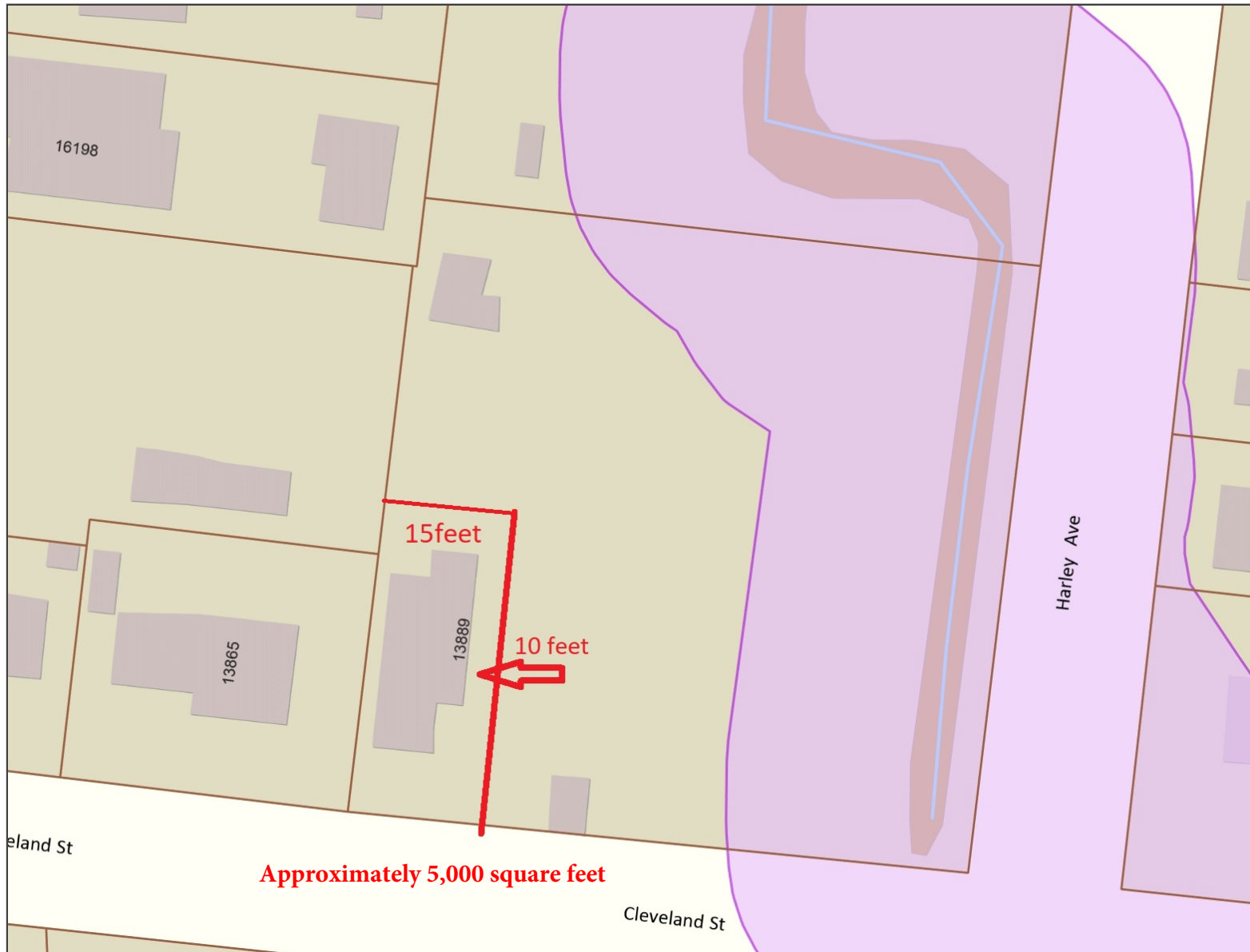
Staff recommends denial of the de-designation request (HR 22-0012) and recommends a reduction in the size of the Landmark at 13889 Cleveland Street (A..D Hill House) to allow options for redevelopment of some portion of the lot. As the survey forms mention mature trees, care should be taken to ensure that some of the trees on site are retained within the Landmark border or through a covenant/easement outside. Staff has presented two options for Landmark reduction boundaries; the Historic Review Board could choose to accept one or both of the options or provide an alternative option at the November 22, 2022 Hearing.

EXHIBITS

1. Option 1 Landmark reduction boundary
2. Option 12 Landmark reduction boundary
3. Applicant Submittal (HR 22-0012)
4. Public Comments
 - a. Paulette Merrill
 - b. Sarah Radocchia
5. 13889 Cleveland Survey Form 1990
6. 13889 Cleveland Survey Form 2011
7. 13889 Cleveland SHPO Historic Sites Survey Form (combined 1990/2011)
8. Park Place Landmark Designation Process
 - a. Park Place Context Statement
 - b. Letter to Property Owners- Park Place Landmarks
 - c. Staff Report - Park Place Landmarks
 - d. Newspaper Notice
 - e. Hearings Procedure - Park Place Landmarks
 - f. Park Place Landmarks Notice of Decision

Oregon City GIS Map

Item #1.

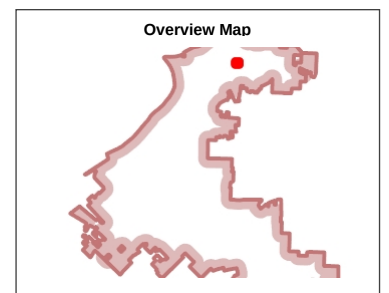


Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- NROD - Natural Resource Overlay Dist
- Title 3 - Streams
- Title 3 - Wetlands
- City Limits
- UGB
- Basemap

Notes

Landmark
Reduction Option 1



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, surveying or navigation purposes. Notification of any errors is appreciated.

Map created 11/15/2022



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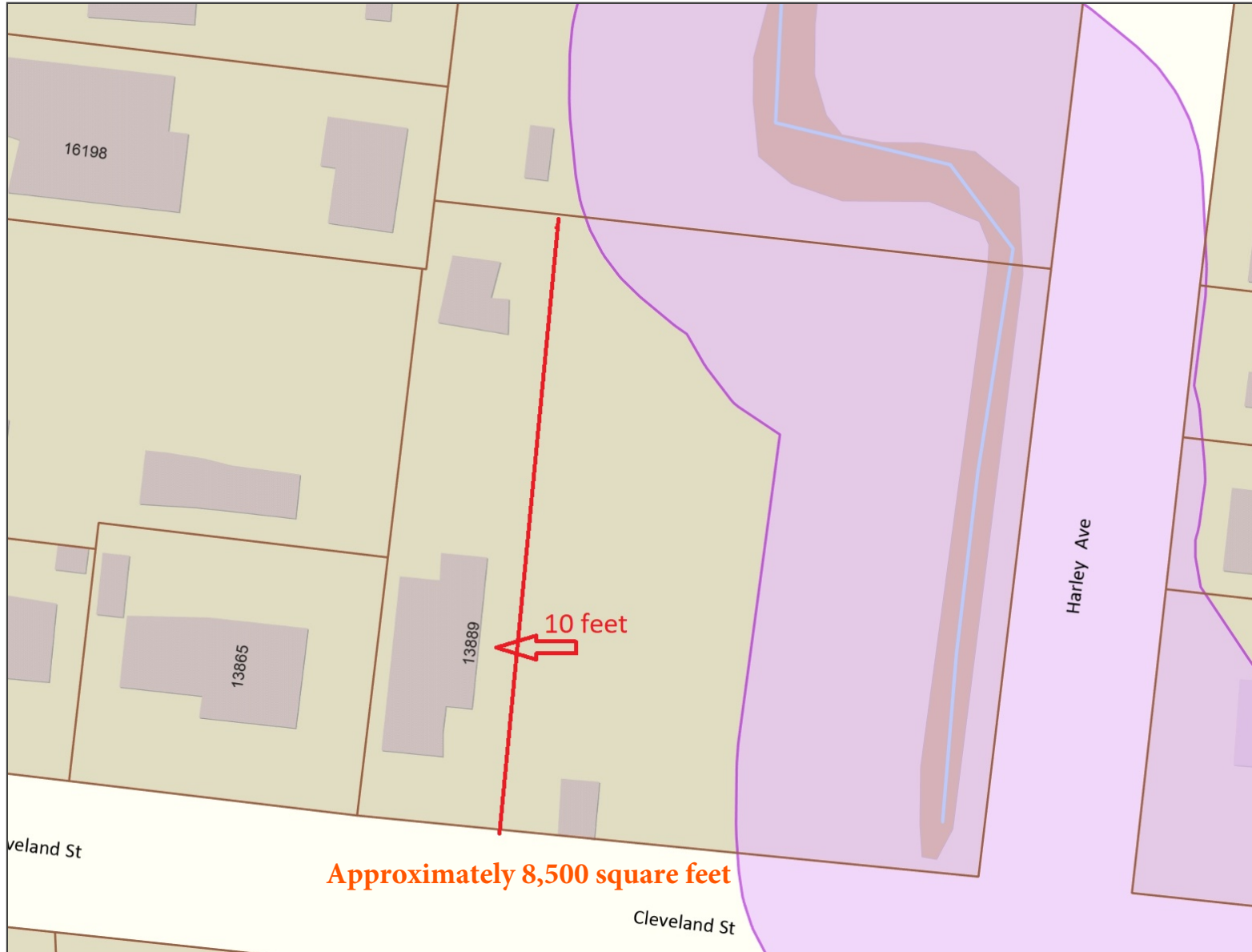
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City of Oregon City
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Oregon City GIS Map

Item #1.

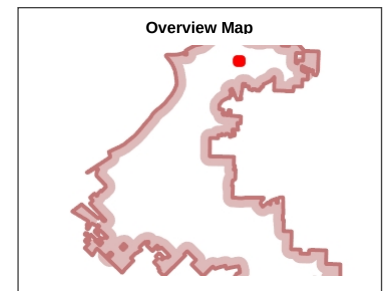


Legend

- Street Names
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Notes

Landmark Reduction
Option 2



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0 50 100 Feet

1: 600

Map created 11/15/2022

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OREGON CITY

Community Development - Planning

[https://www.orcity.org/
communitydevelopment/webform/
online-submittal-land-use-applications](https://www.orcity.org/communitydevelopment/webform/online-submittal-land-use-applications)

Parrott Road | Oregon City OR 97045
503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification
- ☐ Site Plan and Design Review
- ☐ Extension of Approval

Type II (OCMC 17.50.030.B)

- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Variance
- ☐ Zone Change

File Number(s): _____

Proposed Land Use or Activity: DE-DESIGNATION

Project Name: _____ Number of Lots Proposed (If Applicable): _____

Physical Address of Site: 13889 CLEVELAND OREGON CITY OR 97045

Clackamas County Map and Tax Lot Number(s): 2S2E29AA 2-2E-29AA-0100

Applicant(s):

Applicant(s) Signature: Judith Diane Woitte

Applicant(s) Name Printed: JUDITH DIANE WOITTE Date: 09-22-2022

Mailing Address: PO Box 235, HOONAH, ALASKA 99829

Phone: 907-723-1526 Fax: NONE Email: jdiene1963@gmail.com

Property Owner(s): (same as applicant)

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ Date: _____

Mailing Address: _____

Phone: _____ Fax: _____ Email: _____

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

www.orcity.org/planning



OREGON CITY

Community Development – Planning

698 Warner Parrott Rd | Oregon City OR 97045
(503) 722-3789 | Fax (503) 722-3880

Application to Designate or De-Designate Local Historic Resource

This form is for use to designate an individual property or district. Submit this form and attachments to the Planning Department, ocplanning@orc.org.

Applicant(s):

Applicant(s) Signature: Judith Diane Waitte Date: 09-26-2022
Applicant(s) Name Printed: JUDITH DIANE WAITTE
Mailing Address: PO Box 235 HOONAH, AK 99829
Phone: 907-723-1526 Fax: NONE Email: jdiene1963@gmail.com

Property Owner(s):

Property Owner(s) Signature: Same as applicant Date: _____
Property Owner(s) Name Printed: _____
Mailing Address: _____
Phone: _____ Fax: _____ Email: _____

1. Name of Property

Historic Name of Property: A.D. Hill house

2. Date

Date of Construction: 1890 OR POSSIBLY 1910

3. Location

Street & Number: 13889 CLEVELAND Map #: 2S2E29AA Tax Lot: 2-2E-29AA-01000

4. Function or Use

Historic Function (i.e. commercial – drugstore): RESIDENTIAL
Current Function(s): RESIDENTIAL

5. Architectural Classification

Style or Category: VERNACULAR

6. Narrative

Attach a written narrative that addresses the following:

- ☐ Describe the historic and current physical appearance and condition, including general characteristics of the property, such as its style, materials, method of construction, setting, size, and significant features.
- ☐ The reasons why the proposed property should be designated or de-designated
- ☐ The positive and negative effects, if any, which designation or de-designation of the proposed property would have on the residents or other property owners of the area

7. **Map**
Attach a map to this form that illustrates the location of the proposed property
8. **Photographs**
Attach clear and descriptive photographs of the proposed property.
8. **Historic Inventory Form**
Attach the Historic Inventory form, if found on the [Planning Division webpage](#), to this application. Note that some properties do not have inventory forms.
9. **Electronic Version of All Application Materials** (P/DS)

*Contact the Planning Division at (503) 722.3789 with any questions regarding this application.
Incomplete applications will not be processed.*

**OREGON CITY
PARK PLACE NEIGHBORHOOD
HISTORIC RESOURCES INVENTORY 1990**

HISTORIC NAME: Hill, A.D. House
COMMON NAME:
PROPERTY ADDRESS: 13889 S. Cleveland
OWNER: Joan Adams
OWNER'S ADDRESS: 13889 S. Cleveland
RESOURCE TYPE: Building
PRESENT USE: Residential
THEME: Culture
ARCHITECT/BUILDER: Unknown
COUNTY: Clackamas
QUAD: Oregon City
T/R/S: 2-2E-29AA
TAX LOT: 1000
ADDITION
BLOCK: Park Place
LOT: 4
LOT SIZE: 7 and 8
ZONE: .91 acre
R-8 Single-Family

HOUSE

DATE BUILT: 1890
STYLE: Vernacular
PLAN TYPE/SHAPE: Asymmetrical
NO. OF STORIES: 1½
FOUNDATION MATERIAL: Concrete block
BASEMENT: Yes
ROOF FORM AND MATERIALS: Hip w/ composition shingles
WALL CONSTRUCTION/STRUCTURAL FRAME: Wood/stud
PRIMARY WINDOW TYPE: Fixed, multi-light, unglazed
EXTERIOR SURFACING MATERIALS: Narrow shiplap, corner boards, rake boards
DECORATIVE FEATURES: Turned posts; jigsawn brackets
OTHER: single-bay porch; paneled and glazed doors; rectangular bay with hip roof; e. elev; enclosed porch; hip wing, e. elev.; exterior chimney
CONDITION: Good
EXTERIOR ALTERATIONS (DATE): Handicapped ramp added (n.d.); fiber-glass panels added to front porch and side porch (n.d.); window in rectangular bay replaced with fixed multi-light window; chimney added, e. elev. (n.d.); porch enclosed, n. elev. (n.d.)

NOTEWORTHY LANDSCAPE FEATURES:

Ornamental plantings, mature deciduous trees, mature coniferous trees; huge exotic tree right-of-way

NON-CONTRIBUTING FEATURES:

None

SETTING: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees.

RECORDED BY: Koler/Morrison

DATE: August 1990

SHPO NO. _____

STATEMENT OF SIGNIFICANCE

ADDRESS: 13889 Cleveland

HISTORIC NAME: Hill, A.D., House

A.D. Hill is believed to be the original owner of the subject property, which he purchased in 1892 and owned until 1906, when he sold it to Mary and Albert Hayhurst. Mary Hayhurst was born in Ohio in 1890. She lived in Oregon City, then Woodburn, and finally moving to Molalla. Mary, who was widowed by 1921, sold the property to H.D. and Elizabeth Rosenbraugh. The Rosenbraughs apparently lost the property after a lawsuit to K.C. Mohrhardt in 1926. Two years later it was purchased by Constance and Ben Stricker, who owned through the historic period.

The house is a good example of the Vernacular style. It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation.

Alterations are limited and many are reversible. Most noticeable are the window replaced on the hipped bay and the porch enclosed on the north (rear) elevation. Other changes include the concrete ramp on the side elevation, the addition of fiberglass panels to the front and side porches, and the addition of a chimney on the east elevation.

A garage, which appears to date from the early 20th century, and another building, date unknown, are also on the property.

Landscape features, including mature coniferous and deciduous trees, contribute to the historic character of the dwelling.

Sources: Oregon City Landmarks Inventory, Urban Growth Boundary, 1982.
Oregonian. 6 January 1935, page 18.
TICOR Title Company Records, Oregon City, OR

RECORDED BY: Koler/Morrison

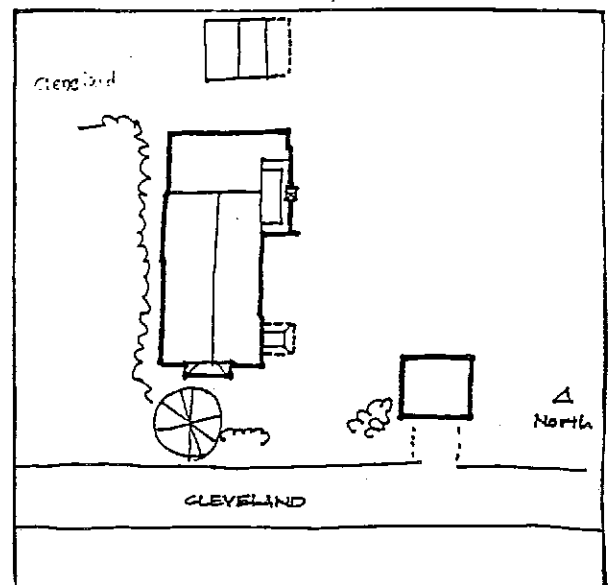
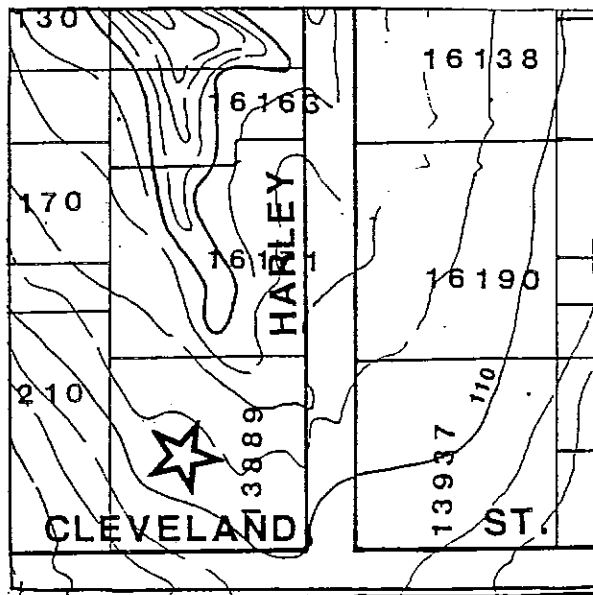
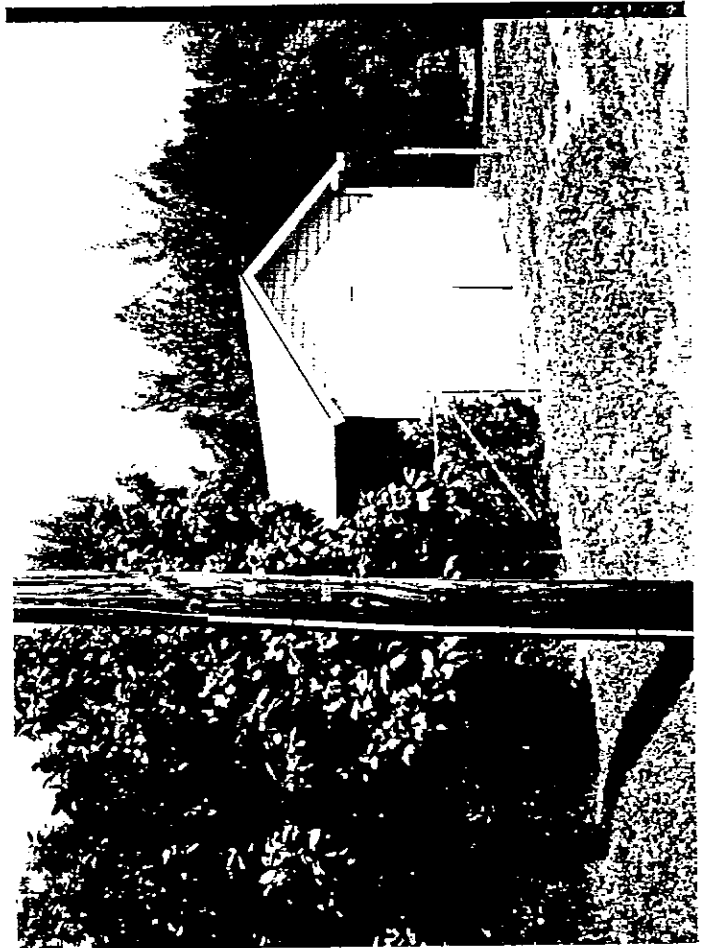
DATE: August 1990

SHPO NO. _____

OREGON CITY
PARK PLACE NEIGHBORHOOD
HISTORIC RESOURCES INVENTORY - 1990

Item #1.

SITE PLAN AND PHOTOGRAPH: 13889 Cleveland Street



SHPO NO. _____

**OREGON CITY
PARK PLACE NEIGHBORHOOD
HISTORIC RESOURCES INVENTORY 1990**

HISTORIC NAME:	Hill, A.D., House
COMMON NAME:	
PROPERTY ADDRESS:	13889 S. Cleveland
OWNER:	Joan Adams
OWNER'S ADDRESS:	13889 S. Cleveland, Oregon City
RESOURCE TYPE:	Building
PRESENT USE:	Garage/Guest House
THEME:	Culture
ARCHITECT/BUILDER:	Unknown
COUNTY:	Clackamas
QUAD:	Oregon City
T/R/S:	2-2E-29AA
TAX LOT:	1000
ADDITION	Park Place
BLOCK:	4
LOT:	7 and 8
LOT SIZE:	.91 acre
ZONE:	R-8 Single-Family

GUEST HOUSE

DATE BUILT:	Unknown
STYLE:	Vernacular
PLAN TYPE/SHAPE:	Rectangular
NO. OF STORIES:	1
FOUNDATION MATERIAL:	Unknown
BASEMENT:	No
ROOF FORM AND MATERIALS:	Gable, w/ composition shingles
WALL CONSTRUCTION/STRUCTURAL FRAME:	Wood/unknown
PRIMARY WINDOW TYPE:	Unknown
EXTERIOR SURFACING MATERIALS:	Shingle siding
DECORATIVE FEATURES:	None
OTHER:	Hinged paired doors, n. elev.
CONDITION:	Good
EXTERIOR ALTERATIONS:	Unknown
NOTEWORTHY LANDSCAPE FEATURES:	See house at 13889 S. Cleveland
NON-CONTRIBUTING FEATURES:	See house at 13889 S. Cleveland

SETTING: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees.

My name is Diane Adams Woitte and I am the granddaughter of Ben and Constance Stricker, the daughter of their daughter, Joan Stricker Adams. I would like you to know that I was born in 1942 at the old Oregon City Hospital on Washington Street, was raised in my mother's childhood home at 13889 Cleveland Street, Oegon City, and lived there until the age of 21. My mother and I both attended Park Place grade schools, and we both graduated from Oregon City Senior High School. Historic Oregon City is a town I am very proud to say is my "home town."

Years ago our family was presented with an opportunity to place the home on Cleveland Street under historic designation as a means to decrease property tax, but the family chose not to do so because they did not feel the house warranted such a distinction. The old part of the house has two small rooms downstairs and two small rooms upstairs. There is no foundation under the old section of the house. The exterior siding covers the original siding. The original construction is visible behind the new siding and the construction would be considered inferior today. The home has been added-on to in past years and in the 1950's a basement, constructed with concrete block walls, was added under the newer sections of the house. In the early 1990's renovation was considered but a local architect examined the home and declared it structurally unsound and advised against renovation.

Further, I have searched family records and have been unable to find record of the family granting permission for this property to be designated historic. My wish is that my property will be de-designated historic.

The neighborhood appears to be diversified as old homes are being surrounded by recently built new homes.



© 2022

© 2022



7. **Map**
Attach a map to this form that illustrates the location of the proposed property
8. **Photographs**
Attach clear and descriptive photographs of the proposed property.
8. **Historic Inventory Form**
Attach the Historic Inventory form, if found on the [Planning Division webpage](#), to this application. Note that some properties do not have inventory forms.
9. **Electronic Version of All Application Materials (P/DS)**

*Contact the Planning Division at (503) 722.3789 with any questions regarding this application.
Incomplete applications will not be processed.*



Google Streetview photo locations are approximate

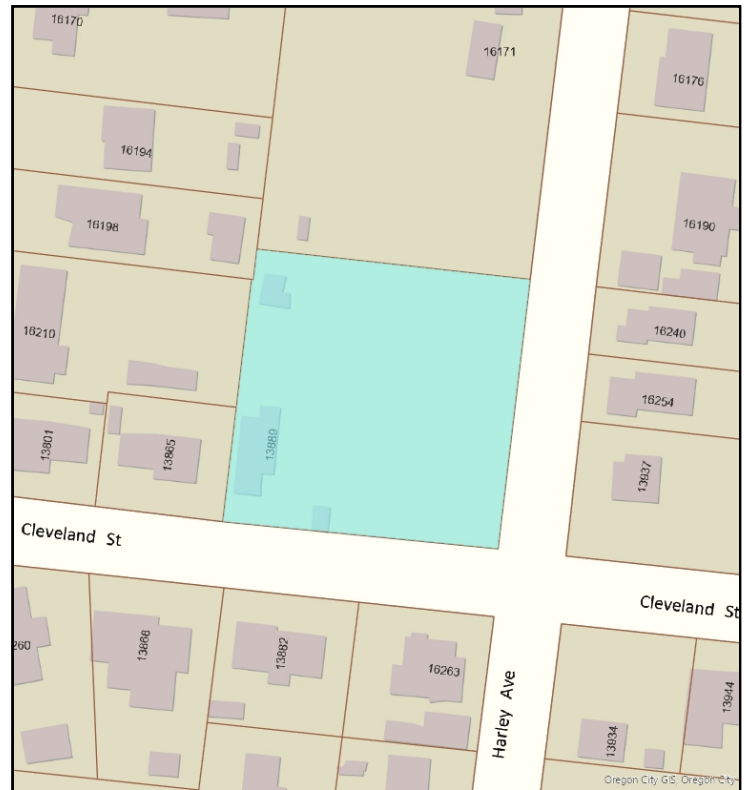
Taxlot Information

Parcel Number (APN) 2-2E-29AA-01000
 Primary Situs Address 13889 CLEVELAND ST
 OREGON CITY, OR 97045
 County CLACKAMAS

Section T2S R2E S29
 Latitude 45.371208
 Longitude -122.581366
 R Number (Alt ID) 00560315
 Approx. Size (acres) 0.9395925
 USGS Quad Name Oregon City
 Within Oregon City Limits? Y
 Urban Growth Boundary (UGB) Inside

Political Boundaries

Jurisdiction OREGON CITY
 Voting Precinct 600.00000000
 US Congressional District 5
 Oregon House District 40
 Oregon Senate District 20
 Metro Council District 2
 Metro Councilor Christine Lewis
 Metro Councilor Email christine.lewis@oregonmetro.gov



Assessment & Value Information

Taxmap 2S2E29AA
 Land Value (Mkt) \$267,644
 Building Value (Mkt) \$219,970
 Exempt Amount \$0
 Net Value (Mkt)
 Assessed Value \$183,467
 Year Built (if known) 1910
 Sale Date 200502
 Sale Price Unavailable
 Document Date 2005-02-22 00:00
 Document Number 2005-015093
 State General Prop. Code 101
 County Tax Code 062002



Land Use and Planning

<i>Zoning</i>	R-8	<i>In SDC Discount Area?</i>	N
<i>Comprehensive Plan</i>	LR	<i>In Thayer Rd Pond Fee Area?</i>	N
<i>Subdivision</i>	PARK PLACE	<i>In Beavercreek Rd Access Area?</i>	N
<i>Subdivision Plat Number</i>	39	<i>In Willamette River Greenway?</i>	N
<i>PUD (if known)</i>	0	<i>In Geologic Hazard?</i>	N
<i>Partition Plat Number</i>	0	<i>In High Water Table Area?</i>	N
<i>Neighborhood Association</i>	PARK PLACE	<i>In Nat. Res. Overlay District (NROD)?</i>	Y
<i>Urban Renewal District</i>	NONE	<i>In 1996/FEMA 2008 100-yr Floodplain?</i>	N
<i>Historic District</i>	NONE	<i>In FEMA Floodway?</i>	N
<i>Historic Designated Struct.?</i>	OTHER	<i>In Barlow Trail Area?</i>	N
<i>Concept Plan Area</i>	NONE	<i>In Vertical Housing Dev. Zone?</i>	N
<i>Urban/Rural Reserve</i>		<i>In Enterprise Zone?</i>	N
<i>Reserve Name</i>		<i>In Opportunity Zone?</i>	N
<i>Watershed</i>	Lower Clackamas River		
<i>Sub-Watershed</i>	Rock Creek-Clackamas River		
<i>Basin</i>	Clackamas		
<i>Sub-Basin</i>	Willamette		

Service Districts

<i>Elementary School</i>	HOLCOMB ELEMENTARY
<i>Middle School</i>	OGDEN MIDDLE
<i>High School</i>	OREGON CITY HIGH
<i>School District</i>	OREGON CITY
<i>Oregon Dept. of Ed. Dist. ID</i>	1928
<i>Nat Cntr for Ed Stats Dist ID</i>	4109330
<i>Water District</i>	
<i>Park District</i>	
<i>Sewer District</i>	Tri-City Service District
<i>Fire District</i>	Clackamas Fire District #1
<i>Fire Management Zone</i>	6498
<i>Transit District</i>	Tri-County Metropolitan
<i>Garbage Hauler</i>	Oregon City Garbage Co.
<i>Garbage Hauler Phone</i>	(503) 656-8403

Census Information

<i>Census Tract</i>	223.01000000
<i>Census Block Group</i>	2
<i>Census Block Grp. Pop. (2010)</i>	1331

Overlay Information

Category	Description	Acres	Percent Coverage
Parcel Statistics for: 2-2E-29AA-01000	Overall Acres	0.94	100.0%
FEMA 100 Yr Floodplain	In Floodplain (100 yr)	0.00	0.0%
Buildings	Built up % (approx)	0.05	5.5%
Geologic Hazards	In Geologic Hazard	0.00	0.0%

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed.



Taxlot Detail Report

2-2E-29AA-0

Item #1.

Steep Slopes	Slopes >= 25%	0.00	0.0%
NROD	In NROD	0.43	46.3%
Willamette Greenway	In Willamette Greenway	0.00	0.0%
Vacant Lands (All)	In Vacant Lands	0.53	56.8%
Vacant Lands (Constrained)	In Vacant Lands (Constrained)	0.42	44.7%
Vacant Lands (Unconstrained)	In Vacant Lands (Unconstrained)	0.11	12.1%

SITUS Addresses

Address	Latitude	Longitude
13889 CLEVELAND ST	45.37111211	-122.58167960

Permits

Permit Number	Permit Type	Work Class	Description	Main Address	Permit Status	Issue Date	Expiration Date	Finalized Date
BM-16-0319	Mechanical	Residential	Replace gas furnace	13889 CLEVELAND ST	Complete	08/12/2016	03/19/2017	09/20/2016
BM-16-0327	Mechanical	Residential	Install bathroom exhaust fan at main bathroom	13889 CLEVELAND ST	Complete	08/23/2016	02/20/2017	08/24/2016
BP-03-0317	Plumbing	Residential	INSTALL INDIVIDUAL PRV VALUE	13889 CLEVELAND ST	Complete	06/05/2003	12/07/2003	08/12/2003

Plans

None found!								
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Business Licenses

None found!								
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Oregon City GIS Map



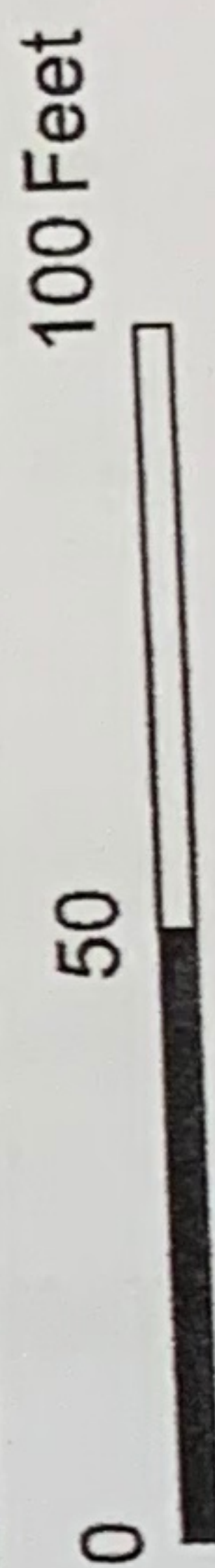
- Legend**
- Street Names
 - Building Outlines
 - Taxlots
 - Taxlots Outside UGB
 - Unimproved ROW
 - NROD - Natural Resource Overlay Dist
 - City Limits
 - UGB
 - Basemap

Notes
13889 S Cleveland

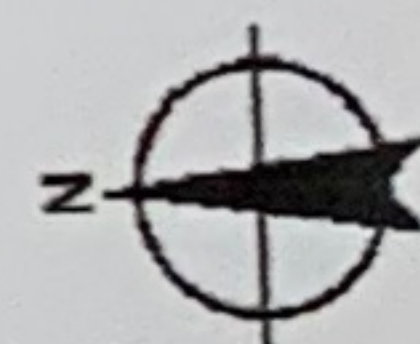
Overview Map



City of Oregon City
PO Box 3040
625 Center St
Oregon City
OR 97045
(503) 657-0891
www.oregoncity.org



1: 600



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, surveying or navigation purposes. Notification of any errors is appreciated.

Map created 9/19/2022

From: [CRESS MERRILL](#)
To: [Christina Robertson-Gardiner](#)
Subject: 13889 Cleveland OC
Date: Tuesday, October 18, 2022 8:22:16 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Robertson-Gardiner,

I am writing to OPPOSE the de-classifying of the A.D.Hill house as a significant landmark in the Park Place Neighborhood. How can this be possible? How does the significance change?

In 1990 someone did a lot of work and research to get this beautiful house on the Historic Resources Inventory. The importance of this house to the neighborhood does not change because a person wants it to. History doesn't change, only our attitude towards it does.

There are many old houses in the Park Place neighborhood. In "the day" this was the country so to speak and these older homes were built with a good size piece of property surrounding them. In-fill is happening but the old distinguished homes are for the most part still present. Do they need work? Of course they do. Is it worth it? I and many other people in this city would say yes.

I contend that this house will find someone who will love it for and in spite of it's perceived flaws. Again, I OPPOSE the de-classification of this house as a significant landmark in the Park Place Neighborhood.

Thank You,
Paulette Merrill
16390 Hiram Ave.
Oregon City, Or. 97045
503-656-4629

From: [Sarah Radocchia](#)
To: [Oregon City Planning](#); [Christina Robertson-Gardiner](#)
Subject: Concerns and comments for 10/25 meeting and AD Hill house
Date: Monday, October 17, 2022 7:33:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear historic board and planning division,

I'm writing you with my concerns about the historic house at 13889 Cleveland Ave (A.D. Hill house). This house is nice historic home is our neighborhood. I don't like the idea of something that was once held dear by our community can be erased. History is important to our city and we should hold dear our historical homes. My other concerns is the motivation behind the change in status is due to the fact that it is for sale. The owner does not live in our community as they are in Alaska and have been renting this house out for decades. I fear they do not care about the historic roots this house has. I think they want the status change so that the historic home can be taken down and the whole lot can be developed. Because currently since it is historic you cannot remove the house. The block that the house is on is all single family homes with nice size lots. By changing the status of this historic house it will be sentencing this historic home to its demise; for a developer to remove the house and to build multiple houses or townhouses on that lot which none of the neighbors want. We love our neighborhood and we do not want it ruined or our historical places removed. Please help us save this historic home from being erased from history. Thank you for your time and consideration in saving our history and our neighborhood.

Thank you,
Sarah Radocchia

**OREGON CITY
PARK PLACE NEIGHBORHOOD
HISTORIC RESOURCES INVENTORY 1990**

HISTORIC NAME: Hill, A.D. House
COMMON NAME:
PROPERTY ADDRESS: 13889 S. Cleveland
OWNER: Joan Adams
OWNER'S ADDRESS: 13889 S. Cleveland
RESOURCE TYPE: Building
PRESENT USE: Residential
THEME: Culture
ARCHITECT/BUILDER: Unknown
COUNTY: Clackamas
QUAD: Oregon City
T/R/S: 2-2E-29AA
TAX LOT: 1000
ADDITION: Park Place
BLOCK: 4
LOT: 7 and 8
LOT SIZE: .91 acre
ZONE: R-8 Single-Family

HOUSE

DATE BUILT: 1890
STYLE: Vernacular
PLAN TYPE/SHAPE: Asymmetrical
NO. OF STORIES: 1½
FOUNDATION MATERIAL: Concrete block
BASEMENT: Yes
ROOF FORM AND MATERIALS: Hip w/ composition shingles
WALL CONSTRUCTION/STRUCTURAL FRAME: Wood/stud
PRIMARY WINDOW TYPE: Fixed, multi-light, unglazed
EXTERIOR SURFACING MATERIALS: Narrow shiplap, corner boards, rake boards
DECORATIVE FEATURES: Turned posts; jigsawn brackets
OTHER: single-bay porch; paneled and glazed doors; rectangular bay with hip roof; e. elev; enclosed porch; hip wing, e. elev.; exterior chimney
CONDITION: Good
EXTERIOR ALTERATIONS (DATE): Handicapped ramp added (n.d.); fiber-glass panels added to front porch and side porch (n.d.); window in rectangular bay replaced with fixed multi-light window; chimney added, e. elev. (n.d.); porch enclosed, n. elev. (n.d.)

NOTEWORTHY LANDSCAPE FEATURES:

Ornamental plantings, mature deciduous trees, mature coniferous trees; huge exotic tree right-of-way

NON-CONTRIBUTING FEATURES:

None

SETTING: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees.

RECORDED BY: Koler/Morrison

DATE: August 1990

SHPO NO. _____

Oregon Historic Site Form

Hill, A **Item #1.**

13889 Cleveland St
Oregon City, Clackamas County

LOCATION AND PROPERTY NAME

address: 13889 S Cleveland St ☐ apprx. addr

historic name: Hill, A D, House

Oregon City ☐ vcnty Clackamas County

current/
other names:

Optional Information

assoc addresses:
(former addresses, intersections, etc.)

location descr:
(remote sites)

block nbr: lot nbr: tax lot nbr:

township: 02S range: 02E section: 29 1/4:

zip:

PROPERTY CHARACTERISTICS

resource type: Building height (# stories): 1.5

total # eligible resources: total # ineligible resources:

elig. evaluation: eligible/contributing

NR status:

primary constr date: 1890 (c.) ☐ secondary date: (c.) ☐
(optional--use for major addns)

NR date listed: (indiv listed only; see
Grouping for hist dist)

primary orig use: Sinle Dwellina

orig use comments:

secondary orig use:

primary style: Vernacular

prim style comments:

secondary style:

sec style comments:

primary siding: Horizontal Board

siding comments:

secondary siding: Wood:Other/Undefined

plan type:

architect:

builder:

comments/notes:

GROUPINGS / ASSOCIATIONS

survey project name or other grouping name Landmarks Oregon City ILS 2011 Survey & Inventory Project

farmstead/cluster name:

external site #:
(ID# used in city/agency database)

SHPO INFO FOR THIS PROPERTY

NR date listed:

ILS survey date: 1/25/2011

RLS survey date:

Gen File date:

106 Project(s)

Oregon Historic Site Form

Hill, A

Item #1.

13889 Cleveland St

Oregon City, Clackamas County

ARCHITECTURAL / PROPERTY DESCRIPTION

(Include expanded description of the building/property, setting, significant landscape features, outbuildings, and alterations)

1-25-2011 Update

The changes seen on this building today were in place when it was surveyed in 1990. The fiberglass panels that enclose porches are temporary and do not detract from the structure on a permanent basis. The building retains the same integrity it displayed in 1990 and is a historic resource.

Diana Painter

HOUSE:

Setting: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees.

Plan: Asymmetrical

Foundation: Concrete block

Basement: Yes

Roof: Hip with composition shingles

Wall: Wood/stud

Window: Fixed, multi-light, unglazed

Cladding: Narrow shiplap, corner boards, rake boards

Decorative features: Turned posts; jigsaw brackets; single-bay porch; paneled and glazed doors; rectangular bay with hip roof, e. elev.; enclosed porch; hip wing, e. elev.; exterior chimney

Other:

Alterations: Handicapped ramp added (n.d.); fiberglass panels added to front porch and side porch (n.d.); window in rectangular bay replaced with fixed multi-light window; chimney added, e. elev (n.d.); porch enclosed, n. elev. (n.d.)

Landscape: Ornamental plantings, mature deciduous trees, mature coniferous trees; huge exotic tree right-of-way

Associated structures: Guest house

GUEST HOUSE:

Setting: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees.

Plan: Rectangular

Foundation: Unknown

Basement: No

Roof: Gable, with composition shingles

Wall: Wood/unknown

Window: Unknown

Cladding: Shingle siding

Decorative features: None

Other: Hinged paired doors, n. elev.

Alterations: Unknown

Landscape: See house at 13889 S. Cleveland

Associated structures:

Recorded by Koler/Morrison, August 1990.

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period [preferably to the present])

A.D. Hill is believed to be the original owner of the subject property, which he purchased in 1892 and owned until 1906, when he sold it to Mary and Albert Hayhurst. Mary Hayhurst was born in Ohio in 1890. She lived in Oregon City, then Woodburn, and finally moving to Molalla. Mary, who was widowed by 1921, sold the property to H.D. and Elizabeth Rosenbraugh. The Rosenbraughs apparently lost the property after a lawsuit to K.C. Mohrhardt in 1926. Two years later, it was purchased by Constance and Ben Sticker, who owned through the historic period.

The house is a good example of the vernacular style. It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation.

Alterations are limited and many are reversible. Most noticeable are the window replaced on the hipped bay and the porch enclosed on the north (rear) elevation. Other changes include the concrete ramp on the side elevation, the addition of fiberglass panels to the front and side porches, and the addition of a chimney on the east elevation.

A garage, which appears to date from the early 20th century, and another building, date unknown, are also on the property.

Landscape features, including mature coniferous and deciduous trees, contribute to the historic character of the dwelling.

Oregon Historic Site Form

Hill, A

Item #1.

13889 Cleveland St

Oregon City, Clackamas County

RESEARCH INFORMATION

(Check all of the basic sources consulted and cite specific important sources)

- | | | | |
|---|--|--|---|
| ☒ Title Records | ☐ Census Records | ☐ Property Tax Records | ☐ Local Histories |
| ☐ Sanborn Maps | ☐ Biographical Sources | ☒ SHPO Files | ☐ Interviews |
| ☐ Obituaries | ☒ Newspapers | ☐ State Archives | ☐ Historic Photographs |
| ☐ City Directories | ☐ Building Permits | ☐ State Library | |

Local Library: _____ University Library: _____

Historical Society: _____ Other Repository: _____

Bibliography: Oregon City Landmarks Inventory, Urban Growth Boundary, 1982.
Oregonian. 6 January 1935, page 18.
TICOR Title Company records, Oregon City, OR.

Oregon Historic Site Record

LOCATION AND PROPERTY NAME			
address:	13889 S Cleveland St Oregon City, Clackamas County	historic name:	Hill, A D, House
assoc addresses:		current/other names:	
location descr:		block/lot/tax lot:	
		township/rng/sect/qtr sect:	2S 2E 29
PROPERTY CHARACTERISTICS			
resource type:	Building	height (stories):	1.5
elig evaluation:	eligible/contributing	total elig resources:	
prim constr date:	1890	NR Status:	
	second date:	date indiv listed:	
primary orig use:	Single Dwelling	orig use comments:	
second orig use:		prim style comments:	
primary style:	Vernacular	sec style comments:	
secondary style:		siding comments:	
primary siding:	Horizontal Board	architect:	
secondary siding:	Wood:Other/Undefined	builder:	
plan type:			
comments/notes:			
GROUPINGS / ASSOCIATIONS			
Survey/Grouping Included In:	Type of Grouping	Date Listed	Date Compiled
Landmarks Oregon City ILS 2011	Survey & Inventory Project		
SHPO INFORMATION FOR THIS PROPERTY			
NR date listed:	N/A	106 Project(s):	None
ILS survey date:	01/25/2011	Special Assess Project(s):	None
RLS survey date:		Federal Tax Project(s):	None
ARCHITECTURAL / PROPERTY DESCRIPTION			
<i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i>			
1-25-2011 Update The changes seen on this building today were in place when it was surveyed in 1990. The fiberglass panels that enclose porches are temporary and do not detract from the structure on a permanent basis. The building retains the same integrity it displayed in 1990 and is a historic resource. Diana Painter HOUSE: Setting: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees. Plan: Asymmetrical Foundation: Concrete block Basement: Yes Roof: Hip with composition shingles Wall: Wood/stud Window: Fixed, multi-light, unglazed Cladding: Narrow shiplap, corner boards, rake boards Decorative features: Turned posts; jigsaw brackets; single-bay porch; paneled and glazed doors; rectangular bay with hip roof, e. elev.; enclosed porch; hip wing, e. elev.; exterior chimney Other: Alterations: Handicapped ramp added (n.d.); fiberglass panels added to front porch and side porch (n.d.); window in rectangular bay replaced with fixed multi-light window; chimney added, e. elev (n.d.); porch enclosed, n. elev. (n.d.) Landscape: Ornamental plantings, mature deciduous trees, mature coniferous trees; huge exotic tree right-of-way Associated structures: Guest house GUEST HOUSE: Setting: Located on the north side of Cleveland on a deep lot. Houses in the area date from the late 19th Century through the mid-20th Century. The level lot is landscaped with numerous ornamental plantings as well as mature trees. Plan: Rectangular Foundation: Unknown Basement: No Roof: Gable, with composition shingles Wall: Wood/unknown Window: Unknown Cladding: Shingle siding Decorative features: None Other: Hinged paired doors, n. elev. Alterations: Unknown Landscape: See house at 13889 S. Cleveland Associated structures: Recorded by Koler/Morrison, August 1990.			
HISTORY			
<i>(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)</i>			
A.D. Hill is believed to be the original owner of the subject property, which he purchased in 1892 and owned until 1906, when he sold it to Mary and Albert Hayhurst. Mary Hayhurst was born in Ohio in 1890. She lived in Oregon City, then Woodburn, and finally moving to Molalla. Mary, who was widowed by 1921, sold the property to H.D. and Elizabeth Rosenbraugh. The Rosenbraughs apparently lost the property after a lawsuit to K.C. Mohrhardt in 1926. Two years later, it was purchased by Constance and Ben Sticker, who owned through the historic period. The house is a good example of the vernacular style. It is composed of several perpendicular volumes covered with wide, dropped siding and finished with corner and rake boards. Fancywork, including turned posts and jigsaw brackets, are located at the single-bay porch on the east elevation. Other notable features include the rectangular window-bay covered with a hip roof on the south (front) elevation. Alterations are limited and many are reversible. Most noticeable are the window replaced on the hipped bay and the porch enclosed on the north (rear) elevation. Other changes include the concrete ramp on the side elevation, the addition of fiberglass panels to the front and side porches, and the addition of a chimney on the east elevation. A garage, which appears to date from the early 20th century, and another building, date unknown, are also on the property. Landscape features, including mature coniferous and deciduous trees, contribute to the historic character of the dwelling.			
RESEARCH INFORMATION			
☒ Title Records ☐ Sanborn Maps ☐ Obituaries ☐ City Directories	☐ Census Records ☐ Biographical Sources ☒ Newspapers ☐ Building Permits	☐ Property Tax Records ☒ SHPO Files ☐ State Archives ☐ State Library	☐ Local Histories ☐ Interviews ☐ Historic Photographs
Local Library:	University Library:		
Historical Society:	Other Repository:		
Bibliography:			
Oregon City Landmarks Inventory, Urban Growth Boundary, 1982. Oregonian. 6 January 1935, page 18. TICOR Title Company records, Oregon City, OR.			



CITY OF OREGON CITY

Incorporated 1844

320 Warner-Milne Road
Oregon City, OR 97045-4046
503-657-0891

NOTICE OF DECISION OREGON CITY HISTORIC REVIEW BOARD

DATE: March 6, 1991

LAST DATE TO APPEAL: March 18, 1991

STAFF CONTACT: Kate Daschel or Denyse McGriff (657-0891)

APPLICANT: City of Oregon City

PROPERTY OWNERS: Fred Eberly; Orville & Cecilia Baxter; Robert & Nancy Phillips; Reva L. Gray; William & Gladys Smith; J.C. & Mabel Wheeler; Frank Miller; Henry Endres; Craig Pierce; Mike & Lori Simpson; Southern Pacific Company; Polly M. Burke; Lorain Collins; Earl Merrifield; Joan Adams; James Curtis; Carl Coffman; Edith L. Smith; Lentz M. Ferrell; Jack P. Etier; R. Burton & Ellen Elledge; Lanny B. Lumpkin; Ralph & Patricia Wheeler; Richard & Debroh Geisler

LOCATION: Various properties in the Park Place Neighborhood

SITE ADDRESS/LEGAL DESCRIPTIONS:

1. 15894 S. Apperson Boulevard (Tax Lot 2000, Map 2-2E-20DD)
2. 15921 S. Apperson Boulevard (Tax Lot 1501, Map 2-2E-20DD)
3. 16130 S. Apperson Boulevard (Tax Lot 1400, Map 2-2E-29AA)
4. 16170 S. Apperson Boulevard (Tax Lot 1300, Map 2-2E-29AA)
5. 16322 S. Apperson Boulevard (Tax Lot 2300, Map 2-2E-29AA)
6. 14125 S. Beemer Way (Tax Lot 1300, Map 2-2E-28CB)
7. 14140 S. Beemer Way (Tax Lot 3200, Map 2-2E-28CB)
8. 13300 S. Clackamas River Drive (Tax Lot 2500/3000, Map 2-2E-21C)
9. 13286 S. Clackamas River Drive (Tax Lot 2400, Map 2-2E-21C)
10. 13251 S. Clackamas River Drive (Tax Lot 2500, Map 2-2E-20DA)
11. 13285 S. Clackamas River Drive (Tax Lot 2600, Map 2-2E-20DA)
12. 16000 S. Clackamas River Drive (Tax Lot 5300, Map 2-2E-20DD)
13. 13889 S. Cleveland Street (Tax Lot 1000, Map 2-2E-29AA)
14. 16038 S. Depot Lane (Tax Lot 5400, Map 2-2E-20DD)
15. 16393 S. Front Avenue (Tax Lot 300, Map 2-2E-29AD)
16. 16422 S. Front Avenue (Tax Lot 5700, Map 2-2E-28BC)
17. 15824 S. Harley Street (Tax Lot 400, Map 2-2E-20DD)
18. 16430 S. Hiram Avenue (Tax Lot 1500, Map 2-2E-28BC)
19. 13600 S. Redland Road (Tax Lot 600, Map 2-2E-29DB)
20. 15721 S. Washington Street (Tax Lot 100, Map 2-2E-20DC)

PROPOSAL: Designate properties listed above as local historic landmarks, subject to the regulations of Section 11-3-17 of the City Code (review of exterior alterations, demolition and new construction)

DECISION OF HISTORIC REVIEW BOARD: Following a public hearing on February 28, 1991, the Historic Review Board approved landmark designation of the above-listed properties. Findings and conclusions were adopted on February 28, 1991.

The findings of the Historic Review Board are available for review at the Oregon City Planning Division, 320 Warner Milne Road, Oregon City.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT 657-0891. THIS DECISION IS APPEALABLE TO THE CITY COMMISSION. THE FILING FEE FOR AN APPEAL OF A HISTORIC REVIEW BOARD DECISION IS \$50. AN APPEAL MUST BE RECEIVED IN THE PLANNING DIVISION OFFICE BY 5:00 PM ON MARCH 18, 1991.



CITY OF OREGON CITY

Incorporated 1844

NOTICE OF DECISION OREGON CITY HISTORIC REVIEW BOARD

**DEVELOPMENTAL SERVICES
DEPARTMENT**
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895
FAX (503) 657-3339

DATE: April 2, 1991

LAST DATE TO APPEAL: April 12, 1991

STAFF CONTACT: Kate Daschel or Denyse McGriff (657-0891)

APPLICANT: City of Oregon City

PROPERTY OWNERS: Dorothy Reddaway; William Barnett; Bruce & Virginia Taylor

LOCATION: Three properties in the Park Place Neighborhood

SITE ADDRESS/LEGAL DESCRIPTIONS:

1. 15831 S. Harley Street (Tax Lot 601, Map 2-2E-20DD)
2. 16427 S. Hiram Avenue (Tax Lot 3500, Map 2-2E-28BC)
3. 14001 S. Taylor Lane (Tax Lot 2700, Map 2-2E-21DC)

PROPOSAL: Designate properties listed above as local historic landmarks, subject to the regulations of Section 11-3-17 of the City Code (review of exterior alterations, demolition and new construction)

DECISION OF HISTORIC REVIEW BOARD: Following a public hearing on February 28, 1991, which was continued to March 28, 1991, the Historic Review Board approved landmark designation of the above-listed properties, as follows:

1. 15831 S. Harley Street - designate the house and a boundary encompassing approximately 8,500-8,600 square feet. The boundary shall extend a minimum of 10 feet from the house on either side yard; maintain the existing front yard; and maintain a rear yard that will encompass the large fir tree to the east of the house
2. 16427 S. Hiram Avenue - designate the house and Lot 7, Block F, Clackamas Heights Supplemental Plat. Lots 5, 6 and 8 are not subject to the historic overlay designation.
3. 14001 S. Taylor Lane - designate the house and the entire 2.25 acre site.

Findings and conclusions were adopted by the Historic Review Board on March 28, 1991. The findings of the Historic Review Board are available for review at the Oregon City Planning Division, 320 Warner Milne Road, Oregon City.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT 657-0891. THIS DECISION IS APPEALABLE TO THE CITY COMMISSION. THE FILING FEE FOR AN APPEAL OF A HISTORIC REVIEW BOARD DECISION IS \$50. AN APPEAL MUST BE RECEIVED IN THE PLANNING DIVISION OFFICE BY 5:00 PM ON APRIL 12, 1991.

**OREGON CITY, OREGON:
HISTORIC CONTEXT STATEMENT
FOR THE PARK PLACE VICINITY**

Prepared for the City of Oregon City

By

**Koler/Morrison Planning Consultants
P.O. Box 445
Oregon City, Oregon 97045**

AUGUST 1990

This project was funded by the City of Oregon City and by a matching grant from the National Park Service, Department of the Interior, in cooperation with the Oregon State Historic Preservation Office.

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PREFACE

This document represents a major step by the City of Oregon City toward completion of a comprehensive Cultural Resource Protection Plan. The document is modeled after the Resource Protection Planning Process (RP3) developed by the United States Department of the Interior and modified by the Oregon State Office of Historic Preservation (SHPO). The purpose of the report is to provide a framework for consistent decisionmaking in the management of cultural resources.

The project is also a major step by the SHPO toward compliance with the National Historic Preservation Act of 1966 (NHPA), which requires the State Historic Preservation Officer to survey and inventory cultural resources throughout the state; and, with state land use law, which requires local jurisdictions to identify and protect significant resources.

The project was conducted from May 1990 through August 1990 by Koler/Morrison Planning Consultants of Oregon City under contract with Oregon City. The study area encompasses the Park Place and Clackamas Heights neighborhoods which were recently annexed to the city.

The project consisted of four major phases: literature search and preparation of an overview of local history; update of existing inventory forms; evaluation of resources; and, preparation of final inventory forms and the final document.

There are four major sections in the following report. The Preface is followed by section one which provides an overview of Oregon City history with specific emphasis on the study area. This chapter focuses on the major events and periods of local history and provides a framework for analysis of resources. The chronological parameters are approximately 1811 to 1940, with some discussion of Native American pre-history. This section also includes a list of individuals who played a prominent role in local history, as well as a comprehensive bibliography of sources consulted.

The Identification section outlines the types of cultural resources in the study area and categorizes them into resource groups. Discussion of each group includes brief historical data summarizing the development of important themes represented by the group, and an outline of the physical characteristics of property types and styles within the group. It includes information on the distribution of resources; number of resources that currently exist and their physical condition; as well as data on past cultural resource surveys in the study area; research and data gaps; and, future survey/inventory priorities.

The third section outlines the evaluation methodology for determining significance. It also includes discussion of condition and integrity of inventoried resources by resource group, a list of currently designated properties, and properties recommended for designation.

Section four identifies strategies for protecting the City's significant cultural resources.

The Oregon City Context Statement is an evolving document. It will require regular updating and review. Resources that were not identified in this phase of the project may be included at a future date and others should be removed if they no longer meet eligibility requirements. All materials generated in the course of this project are the property of Oregon City.

HISTORIC OVERVIEW

1806 - 1940

FORMAT

The Oregon City/Park Place Historical Overview is a geographically oriented study of the significant historical events and underlying patterns in Oregon City and Park Place history. It follows the guidelines set forth in the "Handbook to Historic Preservation Planning in Oregon" prepared by the State Historic Preservation Office (SHPO), and is formatted to conform with the chronological periods defined in Section II of the handbook. Within each period the significant events and developments in Oregon City and Park Place history are discussed in summary form.

TEMPORAL BOUNDARIES

The temporal boundaries of the Oregon City/Park Place Overview encompass the years 1806 through 1940. The year 1806 marks the first Euro-American exploration of the lower Willamette River Basin. This initial exploration was conducted by Captain William Clark on April 2 and 3, 1806. It is at this time that the Lewis and Clark journals effectively commence the recorded history of the Willamette River basin and the Oregon City/Park Place geographic area.

The year 1940 is the final year of the "Motor Age" period as defined in the SHPO handbook. It also corresponds with the 50-year criterion established by the National Park Service for determining eligibility for listing on the National Register of Historic Places.

SPATIAL BOUNDARIES

The Park Place study area is located entirely within Township 2 East, Range 2 South, Sections 20, 21, 28, and 29, of the Willamette Meridian Survey. The greater part of the area lies within the southeast quadrant of Section 20; the southwest quadrant of Section 21; the northwest quadrant of Section 28, and the western half of Section 29.

The surveyed area is irregular in shape. It can be roughly defined as lying south of the Clackamas River and north of Abernethy Creek; its extreme eastern boundary is a north-south line approximately one and three-quarter miles east of the Willamette River (Oak Tree Terrace); and its extreme western boundary approximately one-half mile east of the confluence of the Clackamas and the Willamette rivers.

Four donation land claims combine to cover the entire study area. George Abernethy's donation land claim (DLC) originally covered most of the eastern half of the study area, including the single largest addition, the 1888 plat of Clackamas Heights. (The original plat for Clackamas Heights was filed in late 1888; a subsequent plat was filed in early 1889.) James Winston's DLC took in a small area in the northeast corner of the survey, including the "Harding Walden Tracts" located between Clackamas Heights and Clackamas Highlands. Hiram Straight's DLC covered most of the eastern half of the survey, including the original Park Place plat, Victoria Heights and Apperson's Subdivision, and the Sisters of Mercy, St. Agnes Baby Home and adjoining farmland. Ezra Fisher's DLC covered two lots in the extreme southwest part of the study area immediately north of Abernethy Creek.

HISTORIC PERIODS

While the community that grew up around Park Place remained outside the corporate boundaries of Oregon City throughout the historic period, its ties-- social, commercial and industrial-- were such that any discussion of one must include the other. The geographic boundaries of the overview are, therefore, inclusive of both the previously defined boundaries of the Park Place study area and the larger corporate boundaries of Oregon City.

1806 - 1811: Exploration

The recorded history of the Oregon City/Park Place environs commenced on the morning of April 2, 1806. That morning, Captains Meriwether Lewis and William Clark, while encamped opposite the mouth of the Sandy River on their return trip, were drawn a map by some visitors showing them the location of the Willamette River. They had twice missed discovering the confluence of the Willamette and Columbia, and Lewis's journal entry conveys the doubt they felt about the authenticity of their visitors' information:

About eight o'clock several canoes arrived with visitors, and among the rest were two young men who were pointed out as Cushooks. They said that their nation resided at the falls of a large river which emptied itself into the south side of the Columbia a few miles above us; and they drew a map of the country with a coal, on a mat. In order to satisfy himself as to the truth of this information, Captain Clarke persuaded one of the young Cushooks, by a present of a burning-glass, to accompany him to the river, in search of which he immediately set out with a canoe and seven of our men (Thwaite 1842:164).

The afternoon of April 2, 1806, Captain Clarke entered the river "which the Indians call Multnomah [Willamette], from a nation of the same name residing near it on Wappatoo [Sauvies] Island." He encamped that night near an Indian lodge "thirty feet long and forty deep, built of broad boards, and covered with the bark of white cedar," on the east bank of the Willamette approximately three miles above the Multnomah Channel (Thwaite 1842:168). The following morning, before returning to the main camp, Clarke reached a point believed to be in the general vicinity of Portland University.

From the maps and inquiries, Clark learned of the "great falls" and the "Clark-a-mus" River which emptied into the Willamette some distance below the cataract. Eleven villages of Clark-a-mus (Clackamas) Indians were placed on the map, along both sides of the Clackamas River from its upper reaches to the Gladstone village site, opposite Park Place, which remained inhabited through 1854. (Pioneers found remnants of seasonal villages at and near Park Place, but due to its location and susceptibility to high water, no permanent Native American village is thought to have occupied the site.)

Clark was also informed of two Native American nations residing at the Oregon City Falls site: the Clowwewalla and the Cashhooks (Barry 1927:57). Although all three nations were related culturally and classified in the Upper Chinookan Linguistic Group, the Clackamas maintained an identity quite distinct from the Clowewalla and Cashhooks.

The Clackamas, at the point of European contact, had an economic base of great antiquity in the Clackamas river area. In a sense, the Clackamas may be regarded as the survival of a stage in Northwest Coast Culture Area with regional differentiation and specialization. An adaptation between the pedestrian transhumance of generalized hunter-foragers before 4,000 B.C. and the refined coastal-river micro-environmental adaptation existing in 1800 A.D. (Woodward 1974:219).

From the information they obtained, Lewis numbered the Clackamas nation at between 800 and 1800 people. The smallpox, cholera and other epidemics that followed the Euro-American explorers and fur traders so decimated the tribe that by 1855 only 88 Clackamas Indians remained to become signatories of the peace treaty that removed their nation to the Grand Ronde Reservation (Ruby, Brown 1986:27). It is unclear exactly when the last Clackamas died, but none are believed to have survived beyond the historic period. The Clowewalla, also known as the Charcowah, and the Cashhooks were estimated at approximately 650 persons at the time of Lewis and Clark's expedition. Although the Clowewalla were included in the treaty of January 1855, their numbers were steadily declining, and only "a remnant" remained to be "removed west to the Grand Ronde Reservation. They shortly became extinct" (Ruby, Brown 1986:32).

One other Native American nation, the Molalla, lived in Clackamas County at the time of Euro-American contact and asserted a claim to the Oregon City site and Falls territory. The Molallas were members of the Waiilatpuan linguistic family. Their territory extended from the Falls to the open plains in the southwest quadrant of the county (Barry 1927:60). The Molallas were horsemen and a more aggressive group with regard to territory than were the Clackamas or other Chinookan tribes. The tribal and territorial relationships between these two linguistic groups, particularly the Clackama and Molala, is the basis for a number of Clackamas County geographic names, such as Molalla, Coalca's Pillar and Clackamas, as well as local folklore and myth.

The "Exploration" period ends with the establishment in 1811 of Fort Astor at the mouth of the Columbia by members of John Jacob Astor's Pacific Fur Company. In December of 1811, Robert Stuart, Francis Pillet and Donald McGillis, travelling overland from the newly established Fort Astor, led the first party into the upper Willamette valley to explore and hunt game. The party had returned to Fort Astor by March 1812, and though the expedition serves to mark the beginning of the fur trade in the Willamette Valley, it is not known whether Stuart obtained any information concerning the Falls or Clackamas River sites. This would be left to the explorers and trappers who followed.

1812 - 1846: Fur Trade and Mission to the Indians

Between 1812 and 1813 the Pacific Fur Company sent out as many as six parties to explore the Willamette Valley and surrounding environs. Donald McKenzie, one of Astor's partners in the enterprise, ascended the Willamette in April 1812, and is believed to be the first Euro-American to explore the area of the Willamette Falls. The existence of the fishery at Willamette Falls was evidently described to his fellow trapper Robert Stuart, who wrote on July 3, 1812, that "salmon and sturgeon ascend no further than the foot of the falls" (Stuart 1935:32). He may have been the first European to see the Clackamas River and its native villages, but no record survives (Woodward 1974:174).

Alexander Ross, a clerk in the employ of the Pacific Fur Company, ascended the Willamette to the Falls in 1813, becoming the second Euro-American to do so:

To this place, and no farther, the salmon ascend, and during the summer months they are caught in great quantities...At this place, therefore, all the Indians throughout the surrounding country assemble, gamble, and gormandize for months together (Ross 1823:253).

With the sale of Fort Astor to the North West Company in 1813, a number of the Pacific Fur Company employees remained to enter the employ of the North West Company. With the Willamette River as the primary transportation corridor leading to the upper Willamette Valley, the activity of the North West Company after 1813 brought its employees into frequent contact with the Native American population that lived on or near the Oregon City and Park Place sites. In 1816 ten men from Fort George (Fort Astor) were attacked at the Clackamas rapids after refusing to pay the Native Americans a fee for passing through the area. One trapper was wounded and a Native American killed. To assuage the anger of the natives, Alexander Ross, accompanied by Peter Skene Ogden and 45 armed men, returned to the area and established the first "treaty" with the Clackama and Falls people:

The men of the Northwest were willing to pay according to Indian law on condition that the Willamette River was to be open to the white men to ascend and descend at will, in safety. The Indians were to control their young men and if a white man stepped out of line he was to be reported to Fort George. The white men were not to take the law into their own hands or "take undue advantage" of the Indians (Lynch 1973:18).

In 1821 the North West Company was absorbed by the Hudson Bay Company. Three years later Dr. John McLoughlin, former North West Company partner in charge of Fort William on Lake Superior, was appointed chief factor of the Hudson's Bay Company, in the Columbia District (Carey 1922:236). Within a year of his appointment, the center of operations for the Columbia District was moved from Fort George to the newly established Fort Vancouver. For the next 20 years, McLoughlin was the dominant presence in the Columbia and Willamette River basins, and was responsible for the early development of the Willamette Falls/Oregon City site.

In 1829, in order to take advantage of this unlimited source of waterpower, McLoughlin laid out a two-square-mile claim at the Willamette Falls. During the winter of 1829-1830, he began the construction of three houses to shelter company employees working at the site. The natives, possibly feeling this was a violation of their 1816 treaty with Alexander Ross, burned the first buildings. McLoughlin had the structures rebuilt and a small fur trading center was established, along with a farm. This became the nucleus of the first permanent European settlement in the Willamette Valley (McLoughlin 1849). A millrace was also blasted out of the rock at this time, but it is unclear when the mill was completed and actually producing; it may have been as early as 1832 (Corning 1956:183) or as late as 1837. Soon, both a lumber and grist mill were producing finished goods at the site.

One possible reason for McLoughlin's development of the Falls site was the appearance of American traders in the Columbia for the first time since 1814:

In 1829-30 two ships owned by the veteran Northwest trader, Joseph Marshall, the Owyhee, under Captain Dominis, and the Convoy under Captain Thompson, boldly entered the Columbia and traded for thousands of furs (Clark 1927:219).

The Owyhee ascended the Willamette River in 1829, to within a mile of the Falls to trade with the Clackama (Corning 1947:180). Captain Dominis traded with the natives, and also put up barrels of salmon at his wintering grounds on the Columbia--the first salmon shipped from the Pacific coast (Carey 1922:410).

Among the Owyhee's crew were a number of sick and infected men. Whether Captain Dominis was thereby responsible for transmitting the disease into the river communities is unclear, but he "was blamed by the indians for an epidemic which during the winter of his stay [near Scappoose] seized the natives and exterminated whole villages" (Carey 1922:410).

The disease spread to the Falls tribes and depopulated entire villages. It has been estimated that 30,000 Native Americans died of the "cold sick" [influenza] on the Pacific coast between 1829 and 1832. Although the Clackama and Clowewalla people continued to maintain villages at the Clackamas and Falls sites, they had been so reduced in numbers that resistance to McLoughlin's rebuilding or future settlement was virtually eliminated.

While a number of freemen and retired Hudson's Bay employees were at first attracted to the Willamette Falls site, most moved on to the upper valley and were responsible for establishing the French Prairie farming settlement. As trade between the upper farming settlement and Fort Vancouver came through the Oregon City site, this settlement with its portage, stores and mill began to take on added importance as a key link in the Willamette Valley trade route. Although its real growth would not come for another decade, its establishment between 1829 and 1839 foreshadowed, in many ways, its later prominence as an industrial and manufacturing site, linking the natural resources and agricultural lands of the upper valley with the markets below.

In 1834 a Methodist Mission was established by Jason Lee above the French Prairie settlements, in what is now Marion County. Letters and reports from the Mission, coupled with those from early explorers, promoters and traders, such as Hall J. Kelly (1828-1835), Nathaniel J. Wyeth (1833-35) and Lt. William Slacum (1837-38), served to heighten interest in the Oregon territory. Many of these early reports romanticized and extolled the virtues of the country in greatly exaggerated form.

The growth of the Methodist Mission in 1836 and 1837, together with the settling of trappers and traders on French Prairie, increased the American and French-Canadian population in the Willamette Valley; however, this initial settlement did not boost the population of the Falls site. In 1839 the settlement at the Falls consisted of a small collection of one-story houses clustered around the millrace and portage site. The population was almost exclusively Hudson Bay Company employees and Native Americans. It was not until the immigration of 1839-40 that the Falls community began a slow growth that would burgeon over the next eight years.

In the winter of 1838-1839, Reverend Jason Lee gave a series of lectures in Peoria, Illinois, in an attempt to stimulate American settlement in the Oregon Territory and win reinforcements for the Methodist Mission. Following the lectures, 14 men led by Thomas J. Farnham organized the first overland American immigrant party. After considerable difficulty members of the Peoria Party arrived at Vancouver and the Falls site in late 1839 and early 1840 (Carey 1922:374).

Members of the Peoria Party cannot be accurately characterized as homesteaders or settlers, nor were they affiliated with the Methodist Mission. They might best be described as early-day entrepreneurs and professional pioneers. Several settled in the Falls community to work. One member, Major Robert Moore, established the first American claim below French Prairie, locating opposite the Falls, in what is now West Linn. The arrival of the Peoria Party marked the first American settlement in or near Oregon City.

Several other arrivals in 1840 added to the Willamette Falls community. A number of American fur trappers arrived in the valley after the breakup of the American Fur Company. Among those who played significant rolls in early Oregon history were Caleb Wilkins, William Craig, John Larrison, Dr. Robert Newell and Joseph L. Meek. Wilkins, Newell and Meek brought the first wagons over the Rocky Mountains to Fort Walla Walla in 1839, arriving at the Willamette Falls in the early winter of 1840 (Carey 1922:375).

Captain John Couch, commanding the brig Maryland, brought the first American ship to the Falls in 1840, and off-loaded a number of goods, establishing the first American "store" at the Falls site. Couch returned in 1842, commanding the vessel Chenamus. Unable to negotiate the Clackamas rapids and sandbars due to the height of the water, he unloaded his second "store" of goods and rafted them to Willamette Falls for sale.

The Lausanne, carrying the "Great Reinforcement" for the Methodist Mission, arrived at Fort Vancouver on June 1, 1840, having left New York on October 9, 1839. Among those passengers who played a significant roll in Oregon City/Park Place history were George Abernethy and Alvin F. Waller.

With this influx of settlers, many of whom were settling at the Falls site, Jason Lee sent William H. Willson--the Mission carpenter, minister and founder of Salem, Oregon--and the Rev. Alvin Waller to the Falls in 1840 to establish a Methodist Church--the first Mission in what would become Clackamas County.

The first three years the Wallers were at the Falls, he built his home and began constructing a church, the first Protestant church west of the Rocky Mountains. It was partly of material brought around the Horn, the remainder was lumber Dr. McLoughlin allowed him to use from the mill on the Island. Donated labor probably covered the cost of the parsonage in which Julia Waller, the first white child in Oregon City, was born in May, 1841 (Lynch 1973:130).

Although McLoughlin is credited with contributing lots in his Willamette Falls townsite for the church, as well as free lumber to help build the church and parsonage, his generosity was not reciprocated. Soon after McLoughlin's donations to the Mission, the Reverend Waller began proceedings in an effort to discredit McLoughlin's 1829 claim. Historian Charles Carey, writing of the Rev. Jason Lee's place in Oregon history, stated:

The one charge against this faithful minister that time had justified, in a degree, is his connivance in Rev. Alvin F. Waller's mean attempt to get the land claim of Doctor McLoughlin, a fact established by letters and documents. Waller was induced to drop the contest in consideration of the payment of the sum of \$500.00, and the conveyance to him of eight lots and three additional blocks in the townsite. But the claim of Waller and others to the island in the Willamette River, that was a part of the original McLoughlin location, was nor released (Carey 1922:298).

This attempt to discredit McLoughlin's Oregon City claim points to the importance and obvious advantages the Willamette Falls site was seen to have by early American immigrants. In 1850, the United States Congress passed legislation which stripped McLoughlin of his land claim. McLoughlin died in 1857 with his claim still in question; however, five years after his death the state legislative assembly passed an Act authorizing the governor to convey the unsold part of McLoughlin's claim to the legatees under McLoughlin's will--a remedial step in an attempt to mitigate the inequities McLoughlin and his family had suffered beginning with the designs of Alvin F. Waller.

George Abernethy, another member of the "Great Reinforcement," became one of the most significant individuals in early Oregon City history. He came to Oregon in order to assume financial management of the Methodist Mission. In the years between 1840 and 1849, Abernethy became the manager of the Mission store at the Falls, which he bought out when the Mission board dissolved its holdings. Abernethy all but monopolized Oregon City trade, as he supplied goods on credit against the "cash crops" of wheat and produce the farms produced. He in fact issued his own currency: known as "the Abernethy Rock," it consisted of pieces of flint flaked from the fashioning of arrow and spear points that had been left at sites near the town. On such rock pieces Abernethy incised his name and the face value of the piece in terms of the goods it represented.

Abernethy was twice elected Provisional Governor, the only person to hold the title prior to Territorial status. He was also one of those associated with the Methodist Mission who benefited most from the dispossession of McLoughlin's claim. The southern half of the study area, Park Place, lies within the boundaries of McLoughlin's original two-square-mile claim. It was after Waller's attempt to discredit McLoughlin and negate his rights to the land that subsequent litigation opened the way for Abernethy to file a DLC on part of McLoughlin's 1829 claim. Abernethy's DLC, in the Clackamas Heights/Park Place study area, is part of that original 1829 claim.

The DeSmet-Bartleson Party, numbering approximately 25 people bound for the Catholic Mission on French Prairie, arrived in 1841. Two years later Father DeSmet organized the first Catholic Church in Oregon City.

In 1842 Dr. Elijah White, a former associate of Jason Lee at the Mission, returned to the Oregon territory as the first United States government appointee to the region, in the position of sub-Indian Agent. His party of 112 people arrived at the Falls in September 1842 with news of the possible passage of Senator Linn's Oregon Land Bill, foreshadowing the passage of the Donation Land Law of 1850. Among the members of this party who made significant contributions to Oregon City were Asa L. Lovejoy--Mayor of Oregon City after incorporation--Medorem Crawford and Lansford W. Hastings (Carey 1922:421).

With the mounting population at the Falls, coupled with news of Linn's bill and White's arrival as sub-Indian agent for the federal government, all signs pointed to continued American settlement, and McLoughlin was led to establish the "claim corners" of the future Willamette Falls townsite. Jesse Applegate, former deputy surveyor of St. Louis, Missouri, surveyed Willamette Falls in early 1844. After "McLoughlin had platted the townsite, which he called Oregon City, the Methodists continued to call the place Willamette Falls, until by legislative action the name Oregon City was legally adopted" (Carey 1922:378).

Oregon City's growing dominance as the center of trade and key link in the Willamette transportation corridor was envied by many of the new American settlers, and competitive townsites were soon platted. Hugh Burns, who arrived in the Elijah White Party, claimed a section of land immediately north of Robert Moore's land, on the west bank of the river. Burns platted Multnomah City on October 9, 1842, the second town to be platted near the Falls site. Moore followed suit, platting his claim in 1843. Renamed in 1845 to honor Senator Linn of Missouri, Moore's Linn City remained one of Oregon City's primary rivals until the flood of 1861 washed away its mills and stores. Both plats point to the preeminence of the Falls site as the future industrial and commercial center of the valley.

Although the "City of Oregon" was being occupied by a growing number of Americans, it was still McLoughlin's claim, and until the question of territorial boundaries was settled in 1846, there was an undercurrent of enmity between the rival national interests.

The Methodist Mission established a store in Oregon City in direct competition with the Hudson's Bay trade store. Waller's completion of the Methodist Church in 1843 gave the American settlement the first Protestant Church west of the Rockies. In that same year Father Modeste Demers established St. John the Apostle Catholic Church to accommodate the large number of Roman Catholics among the Hudson's Bay employees and French-Canadians in the valley.

By 1843, the American settlement had formed a nucleus for both a commercial (Methodist Mission stores) and social growth, but remained essentially dependent on the offices of the Hudson Bay Company for its economic needs.

Many of the early pioneers who arrived in Oregon City were destitute, suffering from the privations of their overland journey and the treacherous final leg of that journey over the Columbia cascades. Dr. McLoughlin, in his capacity as chief factor, helped hundreds of new American settlers down the rapids with men and boats sent out from Fort Vancouver. He also supplied many of these same settlers with the credit to purchase needed supplies and seeds in order to get their first "cash crop" planted. As proprietor of the Oregon City townsite he employed many of the newcomers and supplied them with food and shelter:

Since the chief factor's personal economic interests centered on the development of a water power site at the falls of the Willamette River, his newly arrived employees could not scatter to isolated claims, but had to remain together near the mill. As a result, the 1842 migration contributed little to the frontier's existing rural population. Instead, it provided the nucleus of the frontier's first town, Oregon City. During the winter of 1824-1843 the village grew to almost thirty structures (Bowen 1978:12).

The "Great Migration" of 1843 brought over 800 settlers into the valley. It established the future agrarian settlement patterns, laying claim to the valley from north to south, until the "southern route" was opened in 1846; the immigrants first settled near the established farms on French Prairie, and in the Tualatin Plains, then moved south along the edges of forest and prairie lands in order to utilize both timber and agricultural lands and resources. This tendency to settle the valley from north to south was primarily due to the difficulty in travel and the destitution in which most overland travelers found themselves on their arrival: the luxury of means to shop for a claim was rare. Because transportation was primarily by water or trail, the land within easy access to these routes was usually the first to be claimed.

The expanding settlement of the upper valley with its thriving agricultural production and promising young lumber industry added significantly to the Oregon City site as a transportation, shipping and trading center.

Oregon City and the immediate vicinity continued to grow as commercial interests and speculators followed the settlers. Because ease of transportation--of both people and goods--was the most vital element to settlement of the valley, the Falls site was strategically located to take advantage of the growing number of settlers.

The primary transportation corridor of the valley was the Willamette River. During this period, Robert Newell, Medorum Crawford and Aaron Cooke formed a partnership to haul freight between the French Prairie settlements and the lower Willamette. Employing Native American labor from the Falls and Clackama villages, they rowed the "Mogul" and the "Ben Franklin," large modified bateaux, between Canemah and Champoege semi-weekly. At Canemah, Medorum Crawford would unload the freight and transfer it to ox team and wagon for the portage over the bluffs and down to Oregon City, the trading and dispersal point.

It was during this time that the first ferries appeared on the river. Hugh Burns operated a ferry between Multnomah City and Oregon City in 1844. Robert Moore and John McLoughlin also ran a ferry between Linn City and Oregon City. In 1844, Fendel Cason, a member of the 1843 "Great Migration," established a claim on the north bank of the Clackamas that included the Clackama Village

and the area encompassed by the old Chautauqua Park in Gladstone. At a point very near the present site of the 82nd Street Bridge, Cason began ferry service to the south shore, at the Park Place site.

The land between the confluence of the Clackamas and Willamette Rivers and the hills to the east rising above the bottomlands was claimed by both McLoughlin and the Methodist Mission.

With increased population growth in the Oregon City vicinity, these bottomlands and bluffs became prime settlement sites. Soon after Cason's ferry was established across the Clackamas, two fellow immigrants of 1843, Hiram Straight and Charles E. Pickett, established claims in the area that further clouded the rights of either McLoughlin or the Methodist Mission, and helped to establish the community that grew up around Park Place.

In 1845 Pickett staked a one-square-mile claim to the land immediately south of the Clackamas River opposite Cason's claim. Pickett's claim included all of the present survey area with the exception of a small area east of Clackamas Heights and south of Victoria Heights. On the land adjoining the Clackamas River, in Township 2 east, Range 2 south, Section 20, Pickett platted the townsite of Clackamas City. In an effort to promote his townsite, he took advantage of the first issue of Oregon's first newspaper, the Oregon Spectator, February 5, 1846, to place the first real estate advertisement to appear on the Pacific Coast, offering lots for sale on land that was "dry, level, and at least ten feet above the highest water mark; and from it to the crossing of the Clackamas, where a bridge will be built the coming season, an almost level road can be spread."

From this town-building enterprise, the Methodist Church, feeling theirs a prior claim, attempted to discourage young Pickett. Instead, Pickett by his acts of pertinacity, broke the local monopoly. Land-hungry settlers poured in to build homes around the falls (Corning 1947:55).

The actual rate at which Clackamas grew is unclear, but by July 9, 1846, the principal of the Clackamas City School, Carlos W. Shane, announced that a "second session of the Clackamas City School will commence on Monday next, July 12th, and will continue twelve weeks" (Oregon Spectator August 12, 1846). At least one blacksmith business, Norriss and Cutting, is known to have been in place at the townsite at the end of the period. Clackamas City did not become a serious threat to the other townsites in the falls vicinity, but references in journals and diaries suggest that it was more than "a city on paper".

On July 5, 1843, Clackamas District was named one of the four legislative districts adopted by the Provisional Government. The district included what is now the northern half of the county along with two-thirds of the states of Washington and Idaho and parts of British Columbia and Montana. With subsequent political shifts in 1845, 1846, 1851 and 1854, the Clackamas District (County) was reduced to its present political boundaries.

Oregon City was incorporated in 1844, thereby becoming the first incorporated city west of the Rocky Mountains. The first school in Oregon City was begun by Sidney Moss in 1844. Moss, a member of the Peoria Party, personally financed this early school where classes were taught by John P. Brooks. A second school was conducted about the same time in the home of N.W. Randall. Prior to the completion of the State House, the Provisional Government rented rooms in the Randall home for its sessions (Lynch 1973:291).

With the Provisional Government operating in its Oregon City State House, the city became the capitol of the Oregon Country. The original state house was located on the corner of 6th and Main Streets. George Abernethy was elected first Governor on June 3, 1845. This same year the Oregon Printing Association was organized and on February 5, 1846, began publication of the Oregon Spectator, Oregon's first newspaper, with William G. T'Vault as editor. The Oregon Spectator of February 19, 1846, described Oregon City:

A population of no less than 500 souls...with about 80 houses and two churches. There were two taverns, two blacksmith shops, two cooper shops, one tannery, three shoe shops, two silversmiths and a number of other mechanics, four stores, two flouring mills and two sawmills, and a lath machine.

In 1846 the Provisional Government licensed Samuel K. Barlow and Philip Foster to construct a wagon road from The Dalles around Mt. Hood and into the lower Willamette Valley. In July 1846, a former fur-trapper, Reuben Gant, became the first person to drive a wagon over the new toll road into the Willamette Valley, thereby circumventing the Columbia cascades. The period ends with the Barlow Road leading incoming immigration directly to the Falls communities and the encampment and overwintering grounds (Kelly Field) on the bottomlands north of Oregon City and south of Park Place.

1847 - 1865: Settlement, Statehood, and Steampower

The political events that culminated in the settlement of the United States boundary dispute with Britain had a direct effect on Oregon City. Joseph Lane was appointed Governor of the new territory and was sworn into office in Oregon

City on March 3, 1849. The territorial legislature met in Oregon City between July 1849 and June 1851.

The years between 1847 and 1851 were vital in the development of Oregon City. With the increase in overland immigration in 1847, the townsite grew rapidly, especially in its commercial and social areas. The Methodist Church, built in 1843, was followed in 1847 by the completion of the Baptist Church. Ezra Fisher and Hezekiah Johnson arrived in Oregon in 1845, the first two Baptist ministers to be sent out by the American Baptist Home Missionary Society. Fisher taught at the Baptist School when he returned from the gold fields in 1851. His DLC was taken out directly south of George Abernethy's claim, and a small section is included in the Park Place study area.

In 1850 the first Congregational Church was built, following Rev. George Henry Atkinson's arrival. Dr. Atkinson, a proponent of education for both sexes, founded the Clackamas Female Seminary at Oregon City; the seminary was originally located on 12th Street. He then organized the Oregon City public school system, becoming its first superintendent in 1848. Considered the father of Oregon's public school system, he organized the Territorial system in 1849, and was co-founder of Pacific University north of Hillsboro (Corning 1956:190).

The first Masonic Lodge in Oregon, Multnomah Lodge No. 1, was granted a charter in 1846, but it was not built in the Falls community until September 11, 1848 (Lockley 1928:654).

The first brick building was built in Oregon City for Abernethy, Clark & Co., the general merchandise store. Since there were no brickyards in or near Oregon City in 1851, it is believed that Abernethy had the brick shipped from one of the French Prairie brickyards (Lynch 1973:476).

A number of mills were established in and near Oregon City to accommodate the need for lumber that new settlement demanded. Markets opened by the California gold rush also strengthened the fledgling lumber industry. In addition, the bounty of agricultural products now being grown by settlers came through the city en route to California, stimulating the transportation and shipping trade.

Although the discovery of gold in California in 1848 initially depleted the territory's population, by the latter part of 1849 returning miners as well as new immigration once again began to enrich the economy. The Territorial mint was established in Oregon City. Wheat was no longer the "currency" of exchange as gold bullion was brought into the country from the southern fields.

The Territorial Census recorded 993 individuals living in Oregon City in 1849. Total population between the Falls and the Clackamas River was estimated at

1,200 at this time. Given the relative importance of the mills in Linn City, along with the plat of Multnomah and the portage road and transfer companies located at Canemah, it would be reasonable to infer that there was some development of the Park Place area.

In 1847, Fendel Cason had replaced his ferry service across the Clackamas with a bridge, the first one on the Clackamas River. Jacob and Peter Rinearson, who had been operating a competing ferry at the mouth of the Clackamas for approximately three years, continued operations for a short while before discontinuing service in 1848. By that year Philip Foster, who had taken over the toll road, had extended five separate cutoffs radiating to other localities in the valley.

The 1852 Willamette Meridian Survey shows one of these roads, serving the northern area of the Clackamas River, "Foster's to Oregon City," running through the general area of Damascus and Anderson, with branches extending out towards Powell Valley and south toward the Boring site. The primary road leads to the Cason Bridge, through Clackamas City, and into Oregon City. This generally follows the same route as 82nd Street. Also reaching the bridge from the north were the "Milwaukie Road" and a branch of the "Road From Milwaukie & Oregon City [to] Sandy Road," with a branch that approximated, in part, the current Oatfield Road. These combined to bring the northern routes over the Cason Bridge, and through the site of Clackamas City.

The Willamette Meridian Survey shows the Clackamas City plat as containing 21 blocks, with the Cason Road passing through the eastern end of the plat, intersecting the "Road to Mattoons Mills," and continuing to Oregon City on the general course of the current road. There are no records to indicate the exact population at this time, but Rev. George Atkinson's diary for Sunday, April 1, 1850, reads: "In the afternoon I commenced preaching again at Clackamas City. Had a full room." Six weeks later his entry reads, "P.M. at Clackamas had a smaller number than usual. Found a Sabbath school of 18, 3 teachers." On February 17, 1851, Atkinson's diary reads: "I have been employed as usual from Sabbath to Sabbath, having a cong'n of about 50 in the morning [Oregon City] & 50 to 80 in the eve. At Linn City about 20 or 25 attend, at Clackamas City, from 12 to 20 including children" (Corning 1947:58). This is the last known reference to Clackamas City.

The land containing the plat seems to have gone thereafter into farm and field land. The Willamette Meridian Survey shows Hunsacker's farm to the immediate south and its tilled land, close to a quarter section, encroaching on the townsite. Hiram Straight's DLC incorporated Pickett's original plat, and title records suggest that the land was used for farming and part-time farming until the following decade.

Samuel S. White, Barryman Jennings and Lot Whitcomb built the first steamboat on the Willamette River, the "Lot Whitcomb," christened on Christmas day, 1850, thus heralding the era of the steamboat on the Willamette. With increasing agricultural production in the upper valley, the falls began to experience its first physical changes to accommodate the growing shipping needs of the upper valley. Oregon City's "boardwalk" and new portage road were built in 1850 after Peter Hatch blasted out a water-level road at the foot of the bluffs on the east side. That same year the People's Transportation Company was formed to expedite the movement of freight around the falls. Monopolizing river traffic by either owning or controlling the boats and shippers, they were able to move freight faster with central management controlling and regulating transfer. A breakwater on the eastern side was built in 1853 to further enhance timeliness, as steamboats could now load at the docks of the mills, saving time transferring cargo.

The single most important piece of legislation affecting Oregon City during this era was the "Location Bill," which passed on February 1, 1851:

Under the terms of the "Location Bill" the seat of government was moved to Salem, the penitentiary located in Portland, the university at Marysville (Corvallis), to the specific exclusion of Oregon City (Lynch 1973:187).

After 1852 the population of Oregon City began to decline for a two-year period as settlers were attracted to other towns along the Willamette River. By the mid-1850s Portland's growth as a population and shipping center surpassed that of Oregon City, and Milwaukie became the nominal head of oceangoing transportation early in the decade of the 1850s as it vied with Portland for the honor of being the "head of navigation" on the Willamette. With the death in 1857 of Lot Whitcomb, the Milwaukie townsite promoter, Portland eclipsed its final rival.

Although Oregon City's position as the hub of the territory declined in the 1850s, its position as the county center for trade, politics and urban activity was secure. With increased commercial and industrial ventures locating at the falls site in the 1860s, Oregon City began a period of slow but steady growth, with a firm economic base.

With the location of several large manufacturing firms at the falls site, Oregon City had made a significant step toward switching from a service- and shipping-based economy to one of manufacturing by the end of the period. In 1863-1864, George LeRoque built the Imperial Flour Mills south of the boat basin. The Oregon Manufacturing Company was located directly north of the Imperial Mills

the following year. Original stockholders Isaac and Ralph Jacobs soon gained control of the company and built it into the largest woolen mill west of the Mississippi River, operating under the same ownership for 92 years.

1866 -1883: Railroads and Industrial Growth

Industrial growth marks the first years of this period in Oregon City and Park Place. In 1866 the Pioneer Paper Manufacturing Company, also known as the Oregon City Paper Mill (Langley 1867:278) as well as Oregon City Paper Manufacturing Company (Journal Dec. 30, 1945), the first paper mill in Oregon, was established in Oregon City. The mill began operation on January 10, 1867, and soon was running two shifts to supply the demands for its product. Reorganization and financial problems closed its doors in August 1867, and it was sold September 7, 1867, by the county sheriff. Although short-lived, it introduced an industry that would have the single most significant impact on both Oregon City and Park Place for the next 20 to 30 years.

The bottomlands between Oregon City and Park Place during the 1860s and 1870s had been used primarily for pasturage and hay cultivation, with several sites that indicate general farming near the bluffs to the southeast and east. In the 20 years since Pickett's plat of Clackamas City, the riparian deciduous forestland of cottonwood, vine maple and undergrowth had increased along the river, while logging operations had removed the original fir and hemlock stands on the surrounding bluffs. Several of the ancient Oregon white oak groves stood near the river and south on the fringe of the hills. Photographs of the general vicinity taken late in this period show second-growth Douglas fir becoming established in areas on the surrounding bluffs and slopes. W.W. Buck had established a lumber mill near the Cason Bridge in the early 1860s, and a small community had begun to develop to the southwest of the mill site. The mill became the site of the second paper mill in Oregon.

H.L. Pittock, publisher of the Portland Oregonian, formed a partnership with Buck and his son, under the name of H.L. Pittock and Company. Equipment was purchased and brought in from Worcester, Massachusetts, and installed "in the mill building erected at Park Place from lumber cut in Buck's sawmill" (Oregon Enterprise August 17, 1867). The mill began operation on September 12, 1868, and continued to operate through the period, running as many as two shifts of approximately eight to ten men. The rural community that had existed in the general area since Pickett's platting of Park Place, reasserted itself, and a small village began taking shape in the general vicinity of the 1889 Park Place Plat.

In 1868, the Oregon Central Railroad Company and the Oregon and California Railroad Company competed down opposite banks of the Willamette to determine which company would be awarded the 3,821,902-acre congressional land grant. Ben Holladay's Oregon & California Railroad Company was the first to complete the required section of track and so was awarded the grant. Having started out of East Portland, the O&CRR bridged the Clackamas in November of 1869, only to have the trestle washed out in high water. Replaced, the work pushed forward and Holladay won the competition by two days over the rival company. The rail line was completed only as far as Roseburg before it was stalled by Holladay's financial difficulties. This was the first rail transportation and shipping road established in the state, and opened the Willamette Valley to the shipping ports to the north.

It brought Oregon City in closer contact with the Portland shipping and financial interests. The construction route had forced Holladay to blast out more of the bluffs between Oregon City and Canemah, causing more physical deformation of the original Willamette Falls basin. At the same time Holladay was blasting out the bluffs to accommodate his rail line, the Willamette Falls Company was building the Willamette Locks. Opened on January 1, 1873, the immediate effect was a 50 per cent drop in freight rates. Boat building was stimulated because wheat from the upper valley could now be taken directly to Astoria for transfer to European ships. This in turn gave incentive for back-country development and indirectly stimulated the Oregon City and county economy. Competition with the railroads helped for a time to extend the life of steamboat transportation on the Willamette, but ultimately led to the demise of the river's steamboat traffic.

A station was established at the site of Park Place, and named Paper Mill. As the trestle over the Clackamas River was immediately north of the Cason Bridge, all overland traffic moved through the north-south corridor established by both the road and the rail line. Paper was shipped to Portland over the rail line beginning in the mid-1870s. Between 1860 and 1890 the German population in the county began to increase from overseas immigration. A number of the early immigrants settled in or around Oregon City. Early land claims and large farm tracts began to be sub-divided into smaller farming units as the original pioneering families retired from active farming, and the growing population increased pressure for land. The 1880 census listed 9,260 people, a 55 per cent increase county wide. In Oregon City and the area between the falls and Park Place the population was close to 1400 people.

1884 - 1913: Progressive Era

The beginning of the "Progressive Era" is marked by the construction of the first county courthouse in Oregon City. It was built in 1884 to accommodate the expanding population in both the urban and rural areas of the county. Prior to this, County business was conducted in rented homes, halls and offices around the city: however, rapid growth was putting ever increasing demands on City and County government.

Industry expanded at a rapid rate during this time. The timber and wood products industries made major advances, and by the close of the Progressive Era, they were the largest employers in both Oregon City/Park Place and the county. The Willamette Falls Pulp and Paper Company was established in Oregon City in 1889, followed in 1890 by the Crown Mill, and in 1908 by the Hawley Paper Company.

In 1885 the H.L. Pittock & Company Paper Mill at Park Place, now known as the Clackamas Paper Manufacturing Co., was moved to Camus, Washington. The area around Park Place no longer supported large riparian deciduous forests, as the Cottonwood was the first species of tree to be used for paper pulp. With advances in technology, the large quantities of wood wastes from burgeoning lumber and saw mills throughout the county could be used to make paper as well. This was one of the primary reasons for the growth of new paper plants in Oregon City.

With the closing of the Park Place mill, a group of men composed primarily of German and Swiss immigrants--Gustav Friedrich, Frank Busch, Joseph Witzig and William White--opened a furniture factory in the old paper mill. The flood of 1890 did considerable damage to the new factory, and the partnership dissolved, although business directories (Polk 1891-92) indicate a furniture store operated at Park Place within a year after the flood. The community had grown to approximately 100 individuals by this time, supporting two stores, a general merchandise store, and the furniture factory and lumber mill.

Oregon City and Park Place entered into a period of growth, with many new subdivisions and additions platted between 1888 and the beginning of World War I. Oregon City's additions included areas to the south and southeast of the city center; while the Park Place area to the east and northwest began to fill in as well. Clackamas Heights--two plat filings, one in 1888 and one in 1889 --and the Victoria Heights additions adjacent to Oregon City on the east were developed at this time, followed by Apperson's Addition, and the original Park Place plat in August of 1890. By this year all the land between Oregon City and Park Place,

exclusive of the bottomland directly north of Oregon City and west of Park Place, had been platted. Within two years, however, even the less desirable bottomland was platted (Straight's Addition to Park Place, January 1892).

A real estate map published in July 1889, just after the platting of Clackamas Heights, shows the old "Oregon & California Railroad station at Paper Mill" as the "Clackamas Park Station." The map shows the area later platted as Park Place, as the "Clackamas Plat." Confusion with the small community of Clackamas just to the north of what is now Park Place is believed to be the reason the "Clackamas Plat" name was dropped. The plat for Park Place was officially filed on August 10, 1889.

Originally written as two words...Postal authorities consolidated the name into one word. The name Park Place was chosen for the townsite because of the park in a nearby oak grove, and Paper Mill was no longer appropriate. The post office name was later changed from Parkplace to Park Place (McArthur 1981:568).

The growth of Oregon City and the Park Place vicinity can be traced to the growth of the lumber and paper industry coupled with advances in technology and the subsequent development of the interurban and electric railroads. In 1889 the Willamette Falls Electric Company in Oregon City made history by transmitting the first electricity over long distance power lines to illuminate the streets of Portland. One of the major results of this transmission was the subsequent construction of the nation's first interurban electric railroad.

James and George Steel of Portland constructed the East Side Railway between Portland and Oregon City. The first electric interurban in the country, it made its initial run in 1893. The immediate effect of the line was to open up previously remote sections of northern Clackamas County for development thus making the concept of "suburbs" and commuting realistic for the first time. In Clackamas County the interurban led to development of the "bedroom," "garden" and part-time farming communities (Throop 1948:327). The interurban crossed the Clackamas River approximately halfway between the Southern Pacific Trestle (Oregon & California), and the McLoughlin Boulevard Bridge. The Park Place Interurban station was located just west of the community.

From this point on the Park Place area developed largely as a part-time farming and garden community. Many of the residents were employed in Gladstone and Oregon City, while maintaining enough land to operate small garden or truck farms. Truck farming in the area had increased with the arrival of Italian immigrants who settled in the northern part of the county. Japanese and

Chinese immigrants also contributed to this growing industry. The truck farms tended to be close to urban centers for ease of transportation. By 1900 the area between Oregon City and Milwaukie had filled with many small farms.

The Park Place community was composed primarily of a mixture of German, Swiss, and Scandinavians who had arrived somewhat earlier than the newly arriving Italians and Asians. Most of the new immigrants settled to the north and south of the Park Place community.

Hops became a major cash crop between 1890 and the close of the Progressive Era in 1913. The bottomland adjacent to Park Place and north of Oregon City, on the Hiram Straight DLC, became a prime hop producing area. The Seavy hopyards at Park Place developed at this time (Metzger 1928), becoming one of the largest hop operations in the state.

The organization of the Patrons of Husbandry, was begun in Oregon at Marshfield (Clackamas), in March of 1873. In 1905 the Abernethy Grange No. 346, was chartered by the agricultural community in the Park Place vicinity. This Grange became one of the most active in the county, and maintained its charter throughout the historic period.

As development expanded so did the demand for better roads. Many of the roads in the county were still corduroy, and impassable in the rainy season. Oregon City streets remained dirt until the turn-of-the-century. The Good Roads Movement began in the mid-90s and became one of the strongest grassroots lobbying efforts for road improvements, along with the Patrons of Husbandry, in the state. The combined impact of these lobbying efforts was the creation of the State Highway Department in the next period.

Oregon City's growth was stimulated by other developments in the transportation sector. The West Linn and Oregon City suspension bridge was built across the Willamette River in 1888. The Willamette Valley Southern Railway Company, begun in 1913, opened up the Molalla River Valley in 1915 with passenger and freight service. By the end of the era these developments combined to create a transportation network that allowed greatly increased movement of both people and goods between Oregon City and the outlying areas. Development of suburbs and additions to the urban center were stimulated and Oregon City went through its first major period of growth since before the "Location Law" had combined with the development of other Willamette Valley communities to usurp Oregon City's position as "The City of Oregon."

During this era the pioneer family names so familiar to Oregon City residents were joined by the names of many newcomers. The intermingling of first and second generation Oregon City families, and new business and speculative

interests, combined to govern the community. The spectrum of civic involvement is illustrated by those who served as mayor of Oregon City: descendants of early settlers included Hiram Straight, 1894, 95-96; Edward Caufield, 1897-98, 06-07; and, C.D. Latourette, 1899-00; and, the more recently arrived Grant B. Dimick, 1901-04, 12; E.A. Sommer 1905; W.E. Carll, 1908-10; George C. Brownell, 1911; and Linn E. Jones 1913-1915.

Between 1884 and 1913 the city water system and fire department were expanded and improved. Electric lights, sidewalks and initial road grading and paving began. Numerous private sector improvements were made. Theatres and an opera house (Shively's) were built and became important centers of social activity. In 1913, the Carnegie Library was completed.

As an era of social consciousness, charitable institutions and the church community--numbering seventeen separate churches--combined to assist and support the relief agencies in the county. The St. Agnes Baby Home was constructed during this period and was a prominent visual landmark in the community between 1890 and 1954.

The St. Agnes Baby Home lies buried beneath thousands of tons of fill, over which the highway interchange is constructed at Park Place...From the Hiram Straight Donation Land Claim on the south side of the Clackamas River, the Archdiocese of Portland obtained some acreage around 1890. Sisters of Our Lady of Charity of the Refuge had plans to erect a building to care for wayward girls. Shortly after the flood of 1890 the large brick structure on its massive stone foundation was raised (Lynch 1973:145).

The baby home was developed by two successive orders, the Sisters of the Good Shepherd and the Oregon Sisters of Mercy. By the end of 1902 it had begun to take on its function as a baby home, as well as a girls home, with other charitable projects incorporated within its grounds. There was an orchard on the property, and a farming and dairy operation supplied food for the residents. The grounds of the institution incorporated a large portion of the original plat of Clackamas City. Unlike the primary building which dominated the landscape, the farmland and orchards blended into the general ambiance of the Park Place area.

Park Place grew with the rest of the county during this period. The 1900 census indicates a population of between 175 and 200 in the vicinity. This included two general stores operated by R.L. Russel and M. A. Holmes. In 1904 the Congregational Church was conducting services in the community. In 1913, there was both a grade school and high school in close proximity to Park Place. Frank

Lucas was postmaster during this time, and the Gladstone Lumber Company located in the community, which by the end of the era had grown from a community of approximately 75, to a community of several hundred people (Polk 1913).

1914 -1940: The Motor Age

Formation of the State Highway Commission in 1913, coupled with highway legislation and new funding measures between 1917-1920, radically changed the nature of the county's dirt and corduroy road system. Initial modern funding for roads began in 1907, when the first car license fees were imposed. These early fees went into the state general fund, but were not specifically earmarked for county road improvement. Inadequately funded, road improvement continued to flag, although both rural and urban lobbying groups continued to press for financing.

Legislation in 1917 created the State Highway Fund, from which license revenues were shared with the counties for highway improvement. A state bond issue specifically for road improvement was also passed in 1917.

With adequate funding the upgrading and construction of the modern state highway system began. Clackamas County experienced immediate benefit from several state road projects. That which most impacted the study area, however, was the construction of the "Super Highway"--Highway 99E (State Highway Division Report 1923:127) which diverted traffic from the historic right-of-way (82nd Street/Cason Bridge) which passed through Park Place. With construction of the 99E bridge and right-of-way over the mouth of the Clackamas River over a mile west of the Park Place community, overall growth in the study area slowed.

Despite the slow growth, the community did see the appearance of some auto-related buildings. In 1925 there were three gas stations and one auto garage in Park Place.

Along with the "Super Highway," came the Market Road Law in 1920 that allowed for the distribution to counties of revenues for the specific improvement of market roads. Between 1920 and 1940 every primary market road in the county was graded and graveled, and almost all were paved. Access to agricultural and timber lands was improved, and cost effective shipping helped to stimulate the manufacturing markets until the depression of the 30s.

Oregon City's roads were continually upgraded during this period, and by the end of the Motor Age, all of the primary and secondary roads within the city were paved.

With the construction of Highway 99E, and the improved system of market roads accessing the city, the county seat continued to grow; however, Portland also benefited from improvements in transportation, and overall growth concentrated in the Portland area. Development in the study area centered on improvements in the lumber products industry and the upbuilding of the pulp and paper mills.

The timber and wood products industry experienced its greatest expansion during this period. With the improved road systems, and new trucking technology, logging related enterprises were stimulated throughout the county.

The Willamette River, having seen the slow demise of steamboat travel between 1884 and 1913, regained some of its historical character as an artery of commerce with the large scale shipping and rafting of logs to the mills at Oregon City. The Willamette and Crown mills operated side by side until 1914 when a merger created The Crown Willamette Pulp and Paper Company. In 1937, Anthony Zellerbach gained control of many of the western mills, including the Crown Willamette, and created the Crown Zellerbach Corporation.

By the 1920s the wood products industry had become the major industry in the state; as it had been in Clackamas County since the mid 90s, and Oregon City since the late 1880s. With the onset of the Great Depression, however, the industry suffered a considerable slow down, with many mills and related operations shutting down throughout the area. By the late 1930s the industry was beginning to revive; however, it wasn't until the post-World War II housing boom that it was restored to its position as the leading state industry.

In the first part of this period Oregon City saw many new civic projects. Among these were construction of the Oregon City Elevator and Kelly Field (although originally privately funded it was taken over by government after financial difficulties.)

During the Depression, Oregon City's economy was stricken by the malaise in the wood products industry noted above; however, the Federal Works Progress Administration, along with City and County programs, kept many people employed. Among the projects rising directly or indirectly from the relief programs was the construction of the McLoughlin Bridge in 1933 which replaced the old suspension bridge over the Clackamas. The new County Courthouse was built in 1934 with federal financing, as was the jail. By the second half of the decade, well ahead of many counties and cities in the state, the area's economy had seen some improvement.

In 1937 the Clackamas County Court made the County Planning Board an official arm of County government--prior to this it had been in an advisory capacity only. This act was a direct result of the innovative programs the planning board had

developed and implemented in the previous four years. The Oregonian, not always the most complementary of rival city newspapers, published an editorial at the time in recognition of the Clackamas County Planning Department:

The recovery plan of the Clackamas county planning board became, largely, the general program of all concerned. They worked together as one organization. More than a million dollars' worth of work that will serve future generations as well as the present has been done (Oregonian August 2, 1937:10).

Throughout the depression Oregon City and County officials worked together to mitigate the economic and social effects it had on the population. By the second half of the decade, well ahead of many cities and counties, revenues began to improve, and both the lumber and agricultural industries showed signs of recovery.

The Park Place community continued as a small garden and part-time farming community through the depression. By 1940 the population of the community was estimated at approximately 650 people (Polk 1940). With the pressure exerted by commercial, industrial and urban growth of the post-War period, however, the community lost much of its historic character and identity. In 1954, the Oregon City Enterprise ran an editorial about the closing of the Park Place Post Office which offered "our condolences to the Park Place people...We were always proud of the tiny village which was nestled on the banks of the Clackamas between Gladstone and Oregon City" (Enterprise March 3, 1954:2-2).

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IDENTIFICATION

The following narrative is focused on the identification of historic themes and resource types. The Oregon City Cultural Resource Survey (1983), Clackamas County Cultural Resource Survey (1984), and additional information compiled in the course of this project, served as the basis by which to identify resource types, and to define gaps in survey and research efforts.

METHODOLOGY

The Park Place Historic Context Statement was prepared by Koler/Morrison Historic Preservation and Planning Consultants, Oregon City, Oregon, with the assistance of staff from the City of Oregon City Planning Department and numerous volunteers. Jane Morrison served as project manager. Trained as an urban planner with specialty in cultural resource management, she has been conducting survey and inventory work throughout the Northwest since 1981. Her primary responsibilities included review of existing properties, identification of additional resources, preparation of physical descriptions and site plans, and coordination of community involvement and property evaluation. Julie Koler was the project historian, responsible for coordination of research activities, editing of all written materials, evaluation of resources and preparation of the final report. Dana Koler was responsible for research and writing of the historic overview. Robin Gregory coordinated volunteer training. Lynn Cavagnaro assisted with field work, photographed properties, and assisted with compilation of final inventory forms. Victoria Williams assisted with individual property research.

The project began in May 1990 and was completed in August 1990. It consisted of four major phases: literature search and preparation of an overview of local history; update of the existing inventory; evaluation of resources; and, preparation of the inventory forms and the final document. Community involvement in developing this document was extensive. It consisted of a team of volunteers from the neighborhood who conducted extensive research and interviewed numerous residents regarding local history.

In phase one, all existing materials were reviewed, repositories of historical materials and knowledgeable individuals were identified, and historical research completed sufficient to develop an historic overview of Oregon City and Park Place history. Based on the overview an outline of anticipated property types and styles was developed.

Phase two consisted of updating existing inventory forms. Photographs were taken, site plans prepared, and a physical inspection and written description of each resource completed. Negatives were cataloged and roll and frame numbers

were recorded on the field forms. Basic research for each resource was also conducted during this period. Primary and secondary source materials were consulted including Ticor Title Co. records, Sanborn Insurance maps, business directories, newspapers and photographs. People knowledgeable about local history were interviewed as well as property owners.

During phase three the consultant made a preliminary evaluation of resources based on minimum thresholds of physical integrity. Inventory forms were then completed for those properties which met basic integrity criteria.

Phase four consisted of organization of survey data and preparation of the final forms and report. Architectural descriptions and statements of significance were completed for each resource and matched up with miscellaneous data such as legal descriptions, photographs and site plans.

PREVIOUS SURVEYS

This project represents the first intensive survey and inventory of cultural resources in the Park Place vicinity. Previous survey work in the study area includes the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office; a reconnaissance survey of cultural resources conducted by Oregon City in 1983; and, the Clackamas County Cultural Resource Survey conducted by the Clackamas County Department of Environmental Services in 1984.

None of the surveys were comprehensive in nature. The only property identified in the Beckham study was the Hiram Straight Cemetery. Approximately 32 properties were identified in the Oregon City survey. Documentation in this study consisted of photographing resources, compiling locational data, and completion of rough physical descriptions. Twelve of the 32 resources identified in the Oregon City survey were documented further in the 1984 Clackamas County study. At the time of the 1989 annexation the City extended interim protection to all of the 35 resources. The Hiram Straight House is listed on the National Register of Historic Places. It is also designated as a County landmark. There are no locally designated landmarks in the study area.

Of the 32 resources identified in earlier studies seven were removed from the inventory in the course of this project due to extreme alterations which have destroyed the property's physical integrity, and two were removed because they were demolished.

RESOURCE TYPES

The 23 properties included in the following analysis are categorized under the broad theme of Culture and the subtheme of Architecture. This theme was selected for in-depth analysis because it represents the bulk of the resources in the study area. Other themes represented in the inventory include Government (1), Religion (1), and Settlement (1).

Categorizing properties by thematic group provides a context for making consistent decisions in the identification, evaluation, and protection of historic resources. The themes used here are consistent with those defined by the Oregon State Historic Preservation Office.

The following is a discussion of the characteristics of the resource types documented in the course of this project.

CULTURE: Architecture

Architectural resources, with 23 entries, represent 100 per cent of the inventoried resources in the study area.

The properties in this category include social and domestic buildings. The buildings, most of which were constructed between 1855 and 1940, include one church/school and 22 dwellings, eight with associated garages.

Very few "pure" architectural styles are represented here; most of the buildings are hybrids, incorporating features from several popular styles of the day. These range from the 19th century Romantic Styles--Rural Gothic Vernacular and Italianate--to 20th century historic period revival styles such as the Colonial Revival; and the Craftsman Bungalow. General definitions used here--such as "Romantic"--are taken from Virginia and Lee MacAlester's A Field Guide to American Housing, 1985. More specific divisions between stylistic types are taken from Rosalind Clark's Architecture Oregon Style, 1983.

Domestic Buildings

Single family dwellings constitute the majority of inventoried properties in the study area. All of these buildings are included under the theme of Architecture and several of them are also included under the themes of Government and Settlement. All were constructed during the period 1858 to 1920. The majority were constructed for working class people.

With 17 inventory entries, the most common style in the study area is the Vernacular style which predominated around the turn-of-the-century. Widely adapted to mass housing, this building type was constructed as early as the 1850s and continued into the early decades of the 20th century. The style is characterized by wood frame buildings, one to two stories in height with gable roofs, long double-hung sash windows with architrave molding, and horizontal wood siding. Decorative features, when present, are usually confined to porch details: chamfered or turned posts and occasionally carved and jigsawed brackets or spindlework. Diamond-shaped windows and decorative beltcourses are also present. Usually these dwellings are a simple rectangular volume or two rectangular volumes set at right angles. The T or L-plan arrangement sometimes indicates a building that was constructed in phases; often one volume is only one story, while the main volume is two stories. The William H. Smith House at 15824 S. Harley is an excellent example of the style.

The oldest dwelling in the study area was designed in the Classic Revival style. This style was popular in the early decades of the 19th century throughout most of the United States. Overland pioneers to the Oregon Territory frequently constructed their first substantial dwelling on the new frontier in this style with which they were familiar from their former homes. In Oregon the style most often took a conservative form consisting of a formal facade arrangement, rectangular volume capped with a low pitched gable roof, thin horizontal lap siding and restrained use of ornament.

The Hiram Straight House, 16000 Clackamas River Drive, is a singular example of the Classic Revival style in the study area, and an excellent example of the style overall. It is a two-story wood-frame gabled building, clad with lap siding. The fenestration is regular, consisting of six-over-six double-hung sash windows. The main entrance consists of a paneled door surrounded by a multi-light transom and sidelights.

In the waning years of the 19th century, a variety of styles proliferated which incorporated mass-produced decorative elements made available through improvements in transportation. Among these was the Queen Anne style which was characterized by asymmetrical plan, variety of roof forms and wall surfacing materials, turned posts and jigsawed brackets, and other fanciful features. There are a number of dwellings in the study area which exhibit characteristics of the Queen Anne style. The best example is the Captain Knute Tollefson House at 15831 Harley Street. Here, a profusion of applied decorative elements, including patterned shingles, carved window surrounds, incised spandrels, and gable end fancywork, creates a rich and varied texture characteristic of the style.

Beginning in approximately 1910 dwellings began to appear which reflected a significant change in stylistic preferences. This change grew out of common philosophical roots established by Frank Lloyd Wright's work in the Midwest; the Greene brothers in California and the English Arts and Crafts movement. The foundation of the philosophy was a rejection of the linear forms of classically inspired design; and a new commitment to handcrafted building techniques; and appreciation for natural beauty of indigenous building materials.

On the west coast this philosophy took a unique form in the immensely popular Craftsman Bungalow. Characteristic elements of the Craftsman Bungalow include a one-and-one-half to two-story box-like volume, rectangular in plan, topped by a low-pitched hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves and are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule. Perhaps the finest example of this style is the Ezra L. Pope House at 15721 Washington Street. Sited on a parcel overlooking the Clackamas River, the two-story house incorporates the expansive porch, deep eaves with exposed rafters, purlins and braces, and sleeping porch commonly associated with the style.

The emergence of historic period revival styles in America occurred between the close of the first World War and the nation's entrance into World War II. The period was characterized by renewed patriotic fervor, and a return to the romanticism of pre-industrial Europe. American architects began to design buildings in a variety of different styles ranging from the formal Colonial Revival to the more picturesque English Cottage; and from the white-washed Mediterranean styles to the rustic Tudor Revival.

The only example of a period revival style in the study area is the Colonial Revival Judge Thomas F. Ryan House at 14001 Taylor Lane. Constructed in 1920, the house is easily identifiable by its formal facade arrangement, gambrel roof, multi-light double-hung sash windows and use of classically inspired ornament.

APPENDIX A:

INVENTORY FORMS

**PUBLIC NOTICE
PUBLIC NOTICE FOR LOCAL
HISTORIC LANDMARK DESIGNATION**

NOTICE IS HEREBY GIVEN that the Oregon City Historic Review Board will consider properties in the Park Place Neighborhood for local historic landmark designation pursuant to Section 2-6-6 (B) - 1 of the 1963 City Code. Approval of landmark designation will make the properties subject to the provisions of Section 11-3-17 "Historic Overlay District", which requires review of exterior alterations, new construction and demolition. The properties proposed for local landmark designation are as follows:

1. 15894 S. Apperson Boulevard (Tax Lot 2000, Map 2-2E-20DD)
2. 15921 S. Apperson Boulevard (Tax Lot 1501, Map 2-2E-20DD)
3. 16130 S. Apperson Boulevard (Tax Lot 1400, Map 2-2E-29AA)
4. 16170 S. Apperson Boulevard (Tax Lot 1300, Map 2-2E-29AA)
5. 16322 S. Apperson Boulevard (Tax Lot 2300, Map 2-2E-29AA)
6. 14125 S. Beemer Way (Tax Lot 1300, Map 2-2E-28CB)
7. 14140 S. Beemer Way (Tax Lot 3200, Map 2-2E-28CB)
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9. 13286 S. Clackamas River Drive (Tax Lot 2400, Map 2-2E-21C)
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21. 13600 S. Redland Road (Tax Lot 600, Map 2-2E-29DB)
22. 14001 S. Taylor Lane (Tax Lot 2700, Map 2-2E-21C)
23. 15721 S. Washington Street (Tax Lot 100, Map 2-2E-20DC)

NOTICE IS HEREBY GIVEN that a public hearing regarding designation of the above properties as local historic landmarks will be held by the Oregon City Historic

Affidavit of Publication

Item #1.

State of Oregon, }
County of Clackamas } ss.

I, Kristi Busch, being first duly sworn, depose and say that I am the principal clerk of the owner, of ENTERPRISE-COURIER, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Oregon City in the aforesaid county and state; that the

Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for ¹----- successive and consecutive weeks in the following issues:

February 8, 1991

Kristi Busch

Subscribed and sworn to before me this 8th day of February, 1991

Kathy Smith

Notary Public of Oregon.
My commission expires 30th day of January, 1993



CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

February, 1991

Subject: Public Hearing for Historic Designation

Dear Property Owner:

As you know, your property in the Holcomb-Park Place area was annexed to Oregon City on July 2, 1989, under Final Order No. 2570 of the Portland Metropolitan Area Local Government Boundary Commission.

In August/September of 1989, the Oregon City Planning Commission and City Commission held public hearings to consider zoning designations for the annexed area. In addition to the primary zoning designations (single-family, duplex, etc.), the City adopted interim protective regulations for a list of potentially historic properties. These interim designations were based on the fact that your property was identified on the Clackamas County Cultural Resource Inventory, or was identified by the City during a preliminary inventory done in 1983.

In spring and summer of 1990, the City hired a consultant to conduct an in-depth survey and inventory of the Park Place Neighborhood. That research was complete in August of 1990. Based on the research and evaluation of the properties, your house is now recommended for designation as a local historic landmark.

Local Landmark status does not require that you restore your building or install historical plaques. The purpose of local landmark status is to preserve Oregon City's considerable stock of buildings which reflect the heritage of our community and its development over time. To help accomplish that, the program requires the review of exterior alterations (except painting), new construction or proposed demolition of any landmark building. The review is done by the City's Historic Review Board, which is made up of five residents who volunteer their time. (Also, some minor applications, such as repairs, fencing, etc., can be reviewed by staff, and do not need to be approved by the Board.)

The Historic Review Board will hold a public hearing to consider your property for local landmark designation on **Thursday, February 28, 1991, at 7:00 PM, at City Hall, 320 Warner Milne Road.** We encourage you to be present to give any comments regarding the designation of your building. If you cannot attend, any comments can be submitted in writing and will be presented to the Board at the meeting.

Enclosed with this letter is a copy of the inventory form for your building, which gives an architectural description and any biographical information that was found during the research project. The inventory form also explains why your building is significant to Park Place and Oregon City.

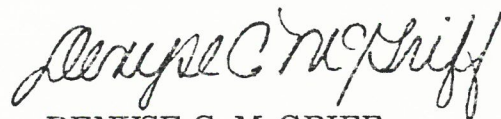
In preparation for the public hearings, the Historic Review Board and City staff will be touring the Park Place Neighborhood on Thursday, February 14th. The Board will meet outside the Park Place School at 10:00 AM, and will begin the vehicle tour from that location.

We hope to see you at the Historic Review Board meeting on February 28th. If you have any questions or need further information, please call us at 657-0891.

Yours truly,



KATE DASCHEL
Associate Planner



DENYSE C. McGRIFF
Principal Planner

PUBLIC NOTICE PUBLIC NOTICE FOR LOCAL HISTORIC LANDMARK DESIGNATION

NOTICE IS HEREBY GIVEN that the Oregon City Historic Review Board will consider properties in the Park Place Neighborhood for local historic landmark designation pursuant to Section 2-6-6 (B) - 1 of the 1963 City Code. Approval of landmark designation will make the properties subject to the provisions of Section 11-3-17 "Historic Overlay District", which requires review of exterior alterations, new construction and demolition. The properties proposed for local landmark designation are as follows:

- ✓ 1. 15894 S. Apperson Boulevard (Tax Lot 2000, Map 2-2E-20DD)
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21. 13600 S. Redland Road (Tax Lot 600, Map 2-2E-29DB)
- ✓ 22. 14001 S. Taylor Lane (Tax Lot 2700, Map 2-2E-21C)
- ✓ 23. 15721 S. Washington Street (Tax Lot 100, Map 2-2E-20DC)

NOTICE IS HEREBY GIVEN that a public hearing regarding designation of the above properties as local historic landmarks will be held by the Oregon City Historic Review Board on Thursday, February 28, 1991, at 7:00 PM, at City Hall, 320 Warner Milne Road.

All interested citizens may testify at the public hearing or submit written testimony prior to the hearing. ~~The procedures for conduct of hearings are posted in Commission Chambers.~~

Publish: February 8, 1991



CITY OF OREGON CITY

Incorporated 1844

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

STAFF REPORT OREGON CITY HISTORIC REVIEW BOARD FEBRUARY 28, 1991

PUBLIC HEARINGS - LANDMARK DESIGNATION PARK PLACE NEIGHBORHOOD

BACKGROUND

In July 1989, the Park Place Neighborhood was annexed to Oregon City. Following the annexation, properties in this neighborhood were zoned to correspond with the existing County designations. In addition to the primary zoning designations (single-family, duplex, etc.), the City adopted interim protective regulations for a list of potentially historic properties. These interim designations were based on properties that were identified on the Clackamas County Cultural Resource Inventory, or had been identified by the City during a preliminary inventory of the Urban Growth Boundary done in 1983.

In spring and summer of 1990, the City hired a consultant to conduct an in-depth survey and inventory of Park Place. That research was completed in August of 1990. Based on the research and evaluation, a list of properties is now recommended for permanent landmark designation. Local landmark status requires that any exterior alterations, new construction or demolition be reviewed by the Historic Review Board (or by staff, for some minor alterations).

CRITERIA

Section 2-6-6 of the City Code sets forth the powers and functions of the Oregon City Historic Review Board. That section, in part, gives the Historic Review Board the authority to make decisions on landmark designations.

Section 11-3-17 of the City Code is the Historic Overlay District. That section sets forth the definitions of "Architectural Significance" and "Historic Significance", as follows:

Architectural Significance: The term shall mean that the structure or district (1) portrays the environment of a group of people in an era of history characterized by a distinctive architectural style; (2) embodies those distinguishing characteristics of an architectural-type specimen; (3) is the work of an architect or master builder whose individual work has influenced the development of the City; or (4) contains elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

Historic Significance: The term shall mean that the structure or district (1) has character, interest or value, as part of the development, heritage or cultural characteristics of the City, State or Nation; (2) is the site of an historic event with an effect upon society; (3) is identified with a person or group of persons who had some influence on society; or (4) exemplifies the cultural, political, economic, social or historic heritage of the community.

ANALYSIS AND FINDINGS:

Attached is the evaluation report prepared by the consultant for the Park Place research project.

The properties proposed for landmark designation are as follows:

1. 15894 S. Apperson Boulevard (Tax Lot 2000, Map 2-2E-20DD)
2. 15921 S. Apperson Boulevard (Tax Lot 1501, Map 2-2E-20DD)
3. 16130 S. Apperson Boulevard (Tax Lot 1400, Map 2-2E-29AA)
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Statements of significance are incorporated into the inventory forms for each resource. Based on the statements of significance and an analysis of the criteria for architectural and historic significance, it is found that the properties listed above should be designated as local historic landmarks.

CONCLUSION AND RECOMMENDATION:

Based on the evaluation of each property as listed in each inventory form, and an analysis of the criteria, staff recommends that the properties as listed above be designated as local historic landmarks, and shall be subject to the provisions of the Historic Overlay District (Section 11-3-17 of the Oregon City Code).

Action by the Historic Review Board is a decision that is appealable to the City Commission, within ten (10) days of the mailed notice of decision.



CITY OF OREGON CITY

Incorporated 1844

HEARING PROCEDURES FOR PARK PLACE LANDMARK DESIGNATIONS

DEVELOPMENT SERVICES
DEPARTMENT
Planning, Building,
Engineering
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0895

1. Chairman will open the public hearing.
2. Staff will present report.
3. Staff will introduce Jane Morrison, consultant.
4. Jane Morrison will summarize the research project and give a brief history of Park Place.
5. Staff will then present the procedure for the hearings:
 - A. Outline the criteria for historic designation, and the procedure that will be followed.
 - B. Show slides and briefly discuss each property, as they are listed on the public notice.
6. Chairman will then ask for testimony (written or spoken) on each property, as they are listed on the public notice. Time for testimony will be limited to 3-5 minutes per person.
7. After all testimony is given, the public hearing will be closed.
8. Discussion by Board:
 - A. Any properties that are in dispute or require individual further discussion should be set aside.
 - B. Properties that the Board has reached consensus on should be dealt with in one motion.
 - C. Properties that require individual discussion should be acted upon with individual motions. Chairman may re-open public hearing for further testimony if needed.
9. Following action by the Board, staff will explain that the Board's action is a decision that is final in ten calendar days from the date of mailed notice, unless it is appealed to the City Commission.

SUGGESTED LANGUAGE FOR MOTION: "I move that the following properties be designated as local historic landmarks, subject to the provisions of Section 11-3-17 of the City Code: (list numbers/addresses of properties)"

Ramp Assessment

Item #2.

1020 5th Street, Oregon City, OR
HR-22-00010



Prepared for:

NW Custom Homes Inc.
15730 SE Bybee Dr.
Portland OR 97236

Prepared by:

Heritage Consulting Group
(215) 248-1260
www.heritage-consulting.com

November 14, 2022



NW Custom Homes Inc. is proposing to install an ADA accessible ramp at 1020 5th Street, Oregon City, OR, in order to provide barrier-free access to the first floor office and second floor residence. NW Custom Homes Inc. retained Heritage Consulting Group to complete an analysis of the alternative ADA options and the proposed design of the ramp as directed by the Historic Review Board on September 27, 2022.

The property at 1020 5th Street is located within the McLoughlin Historic Conservation District but is not a historic building as it was constructed in 2022. The construction of the property was approved by the Oregon City Historic Review Board. The proposed ADA accessible ramp is currently under review by the Historic Review Board which requested additional information regarding the Alternative Options Analysis, landscape plan, and revised design.

Per the request of the Historic Review Board, the proponent has reviewed the alternative options suggested to provide full ADA access to the building interior. The alternative options included the addition of an interior chair lift or residential elevator, the addition of exterior stairs and an exterior chair lift, the installation of the ramp at the southeast elevation using the natural topography, the use of alternative materials such as metal in the design as included in the final drawings that were proposed and approved as part of HR20-0001, reduction in the size of the rear porch and massing of the ramp, installation of a taller retaining wall, and revising the landscape design. The construction of the building is largely complete so any options that require major modification to the design including the installation of an interior chair lift or elevator would be cost prohibitive. Additionally, the applicant is concerned about the maintenance for these items and that they will be rendered useless during inclement weather or a power outage. The topography along the southeast elevation does not meet the code requirements for the rise of the ramp. A larger retaining wall would be more visually intrusive than the ramp itself and block the natural view shed.

That being said, a number of the suggested alternative options have been incorporated into the revised design. The applicant is proposing to utilize a painted metal railing rather than wood. The use of metal will allow for a lighter, airier railing. Additionally, the porch has been scaled back to serve as a covered landing at the entrance rather than a porch. The massing of the ramp at the rear has been significantly reduced limiting the number of switchbacks to the minimum required to meet code. The revised design incorporates planters that will help to limit visibility of the proposed ramp and the applicant will plant native and historically compatible plantings at the rear and side elevations. These design revisions have reduced the physical and visual impact on the adjacent properties as well as the Conservation District as a whole.

In conclusion, it is our professional opinion that the current design of the ramp is the option that provides the ADA access required while most sensitively addressing the potential impacts to the surrounding historic district. The proposed design merges the recommendations made by the HRB and planning staff including the use of alternative materials, reduction in massing, and suggested landscaping with the needs of the building's future occupants. In deference to the surrounding conservation district, the proposed ramp is in keeping with the guidance provided by the National Park Service's *Preservation Brief 32: Making Historic Properties Accessible* and will provide the safest, long-lasting, minimally invasive access to the subject building.

In 2021 the Historic Review Board and the City planning staff provided alternative options for ADA access to the building as part of their response to the original application for the ramp (HR21-00020). On September 27th, 2022, the Historic Review Board and City planning staff reintroduced these alternatives in response to the appeal (AP21-00006). Below is an assessment of each alternative as it relates to the subject project:

1. *An interior ADA access from the ground floor through the garage, interior stairway, or other means.*

At this time, the construction of the building is largely complete. As construction is nearly complete, undertaking a change to the interior design to accommodate an interior means of ADA access would be cost-prohibitive on the part of the owner and is not feasible. The industry standard cost for a chair lift is approximately \$5,000. The industry standard cost for a residential elevator is approximately \$30,000. These prices do not include the cost of undertaking a change to the interior programming of the building. In addition, it is our understanding that the zoning of this area requires that the property be mixed-use (commercial and residential). As the building proposes a commercial use at the first floor and a residential use at the second floor, two separate points of entry are needed to ensure resident and building safety. Creating a shared interior lobby space would remove needed square footage from the commercial space and would not provide the residential space with a separate entrance. As there will be individual entrances to each floor, the currently proposed exterior ramp provides full ADA access to both floors.

2. *A noncommercial interior chair lift or residential-scaled elevator.*

As explained in item 1, the construction of the building is nearly complete and therefore the addition of an interior chair lift or residential scaled elevator would require major modifications to the home and would be cost-prohibitive on the part of the owner. In looking into these alternatives, the home owner expressed concern about the necessary upkeep and maintenance of an interior chair lift and residential-scaled elevator for providing ADA access as both options would be rendered unusable during power outages or inclement weather.

3. *A chair lift accommodation along exterior stairs that hugged the building.*

In exploring the option of installing a chair lift at the exterior stairs, it was determined that the addition of the exterior stair, chair lift, and associated mechanical equipment would add a great deal more visible massing to the building and would have a larger visual impact to the surrounding district than the proposed ramp solution. As currently designed, the proposed exterior ramp is minimally intrusive to the surrounding district with much of it located at the rear of the property. In addition, there is concern that an exterior chair lift would be rendered unusable during power outages or inclement weather and would thus not provide full ADA access to the building. Finally, the installation of an exterior chair lift would be cost-prohibitive and would require many changes to the already constructed property, rendering it not feasible.

4. *An ADA-compliant design relying on the existing uphill topography on the left or southeast side elevation.*

The applicant explored the potential of constructing the exterior ramp at several different locations around the building. The southeast side of the building cannot be used as the grade of the topography does not meet the code requirements for rise of the ramp. Additionally, the proposed ramp provides ADA access to the first floor office space as

well as the second floor residential space and the first floor entrance is located on the opposite side of the building. As such the current proposed design provides full ADA access to the interior in a location that is facing the rear of the building and is the least visually intrusive to the surrounding district.

5. *The use of materials and design that create a lighter, airier appearance, such as painted metal.*

In response to the comments received, the design of the ramp has been revised to utilize a painted metal railing rather than wood. The use of metal will allow for a lighter, airier railing and will match what is already installed along the garage roofline. The simple Alumarail by Precision Rail railing design (as shown in the photograph below) is compatible with the conservation district and the Craftsman design of the subject building. Additionally, this type of railing was previously approved for the subject building and therefore will provide a consistent appearance and aesthetic.



Photo of garage showing existing garage railing with use of Alumarail by Precision Rail

6. *Consider whether the removal or reduction in the depth of the rear porch would reduce the massing of the ADA ramp.*

In response to the comments received, the applicant has revised the design of the rear porch to be smaller in scale and to serve merely as a covered landing at the second floor entrance. Additionally, the massing of the rear ramp has been significantly reduced, limiting the number of switchbacks to the minimum required to meet code. The proponent will add planters facing the rear to further minimize the visibility of the ramp to the surrounding district and adjacent neighbors.

7. *Utilizing a taller retaining wall (assuming that it is made of appropriate materials) toward the rear along the side to provide some level of initial screening that can be further subsidized with plantings.*

In response to comments received, the applicant has explored the option of a taller retaining wall at the rear of the ramp. While a taller wall would provide additional screening, the construction of a taller retaining wall would be more visually intrusive to the surrounding district. In contrast, the metal railing of the ramp, as proposed, is minimally intrusive to the surrounding district and is low in height. This solution allows more of the previously approved building to remain exposed and does not create a large,

visual barrier. The design of the ramp is in keeping with the NPS guidance from Preservation Brief 32, which dictates the use of, compatible yet distinguishable materials. A larger retaining wall would draw further attention to the area and obscure the natural view shed. In addition to the planters the applicant will plant native and historically compatible plantings at the rear and side of the building to further screen the ramp.

8. *Provide a revised landscape plan that incorporates the proposed replacement retaining wall and mitigation planting along with some indication that the selected plant types are appropriate for the location.*

The applicant has discussed the proposed landscape plan with staff and understands that the landscaping will need to be compatible with the conservation district. It is our understanding that the plantings will either need to be native to the area or historically compatible and of the English garden variety and will further follow up with staff regarding proposed plantings to ensure they are compatible with the district.

RAMP ASSESSMENT

While the subject property is not a historic property, it is located within the McLoughlin Historic Conservation District and the design of the new construction and ramp are in keeping with the requirements of the surrounding district. Historic districts and their associated properties were not always designed with ADA access in mind. With the introduction of the Americans with Disabilities Act in 1990 many historic properties required modifications to allow for ADA access and to keep up with current codes. The NPS has released guidance on the intersection of ADA and Preservation, most notably *Preservation Brief 32: Making Historic Properties Accessible*. While the subject property is not a historic property, and the premise of a Conservation District instead of a Historic District, in essence is to afford additional flexibility so long as the character of the district is retained, this Preservation Brief was utilized for guidance on how to design historically compatible ADA access within a historic setting. Preservation Brief 32 states “Solutions should provide the greatest amount of accessibility without threatening or destroying those materials and features that make a property significant.” The Brief also states:

“Modifications to improve accessibility should generally be based on the following priorities:

- 1) Making the main or a prominent public entrance and primary public spaces accessible, including a path to the entrance;
- 2) Providing access to goods, services, and programs;
- 3) Providing accessible restroom facilities; and,
- 4) Creating access to amenities and secondary spaces.”

The subject property has two levels with different uses that require ADA access. The first floor office space that is required by zoning is being accessed by the ramp at the northwest elevation. The second floor residence is accessed at the rear southwest elevation. The placement of the ramp leading to these entrances is minimally visible from public rights of way, located on secondary and rear elevations, and compatibly designed, which is in keeping with National Park Service (NPS) Guidance. NPS guidance states, “New accessible features such as ramps, lifts, elevators, and elevator towers should be added in the least intrusive locations. Adding these features to primary elevations and significant interior spaces is discouraged.”

The design of the ramp has been modified in response to comments received from the Historic Review Board to reduce the massing at the rear of the building and limiting the switchbacks to meet minimum code requirements. NPS guidance states, “The steepest allowable slope for a ramp is usually 1:12 (8%), but gentler slopes should be used whenever possible to accommodate people with

limited strength. Greater changes in elevation require larger and longer ramps to meet accessibility scoping provisions and may require an intermediate landing.” The natural topography surrounding the building presents challenges in providing ADA access and a longer ramp is required to provide the gentle slopes needed. That being said, the proposed design has the smallest number of switchbacks and landings required to meet current code requirements without creating too steep a slope. The length and massing of the ramp is required to provide code compliant ADA access to the first and second floors.

Preservation Brief 32 indicates “the design of new features should also be differentiated from the design of the historic property.” In terms of the subject property, while the use of a painted metal railing in the district may seem atypical, its simple design is clearly distinguishable from adjacent historic properties and is compatible with the Craftsman design of the subject building and buildings throughout the district. Additionally, the use of metal allows for a more streamlined look that reduces the appearance of massing to the ramp and building and allows the ramp to read as a more open space. The use of native and historically compatible plantings along the ramp at the northwest and southwest elevations will further obscure the appearance of the ramp and further lessen any potential visual impacts to the surrounding district.

It is our professional opinion, that of the proposed alternative options and previous versions of the ramp design, the current proposed design is the best option available for providing ADA access to the subject building while protecting the visual character that defines the conservation district. The design merges the needs of the Americans with Disabilities Act and the need for preservation by providing a minimally intrusive design that meets the minimum code requirements. Thoughtful consideration has been put into the recommendations made by the HRB and planning staff. The proposed changes to the ramp’s materiality, massing, and landscaping will provide the building’s occupants with safe access to the property while maintaining the character defining character of the McLoughlin Historic Conservation District.

Heritage is a national firm that assists the owners and developers of older and historic buildings in understanding the relative significance of their resources, navigating the regulatory redevelopment processes, and securing financial opportunities from federal, state and local incentives. The firm is staffed by seasoned historic preservation professionals who meet the Professional Qualifications Standards under the category of *Historic Architecture* and *Architectural History* in the Secretary of the Interior's Standards and Guidelines, *Code of Federal Regulations, 36 CFR Part 61*.

Heritage does not provide accounting services, tax advice, or legal advice. You are urged to review any accounting, tax or legal matters which may be involved in the historic consulting advice provided by Heritage with an appropriate accountant or lawyer. Additionally, Heritage is not responsible for incorrect facts provided to Heritage by the client or its architect, design professionals, contractor, or consultant.



**Historic Review
Staff Report and Recommendation
Revised**

November 15, 2022

A preliminary analysis of the applicable approval criteria is enclosed within the following staff report. All applicable criteria shall be met or met with conditions in order to be approved. The Historic Review Board may choose to adopt the findings as recommended by Staff or alter any finding as determined appropriate.

FILE NO.: GLUA 22-00031: HR-22-00011 resubmission for a full ADA ramp modification of HR 20-00001

1st HEARING DATE: September 27, 2022 Historic Review Board Hearing
Virtual

APPLICANT: Bogdan Smolinets
NW Custom Homes Inc.
15730 SE Bybee Rd
Portland, OR 97236

OWNER: Teresa Yip
5835 SW Hamilton St
Portland, OR 97221

LOCATION: 1020 5th Street
Oregon City, OR 97045
Clackamas County Map 2-2E-31DA-10900

REQUEST: Exterior modifications to HR 20-01 resubmission
for a full ADA ramp with modifications (Revised Metal Design) *Revised 120-day Deadline
March 1, 2023*

REVIEWER: Christina Robertson-Gardiner, AICP crobertson@orccity.org

RECOMMENDATION: Staff believes that with the submittal of revised drawings and concurrence from the landscape architect, it is likely that the revised design, including metal railing and landscaping, will be compatible with the character of the McLoughlin Conservation District as conditioned or if it is not compatible, the Applicant has offered sufficient evidence in the record to find that no other option is consistent with the therapeutic purpose required or would be financially viable. Staff recommends that this matter be continued to a date certain meeting in December to allow the Applicant to submit a modified site plan, elevation, renderings, and landscape architect-designed plans detailing the recommendations identified in this report. Once shown, Staff recommends approval of the application as the proposal demonstrates an appropriate balance between historic resource protection obligations and the needs of the Applicant under the Americans with Disabilities Act.

CRITERIA: Administration and Procedures are set forth in Chapter 17.50, Chapter 17.40, Historic Overlay District in Chapter 17.40, and "MUC" Mixed-Use Corridor District in Chapter 17.29 of the Oregon City Municipal Code. The City Code Book is available online at www.orcity.org.

Please be advised that any issue that is intended to provide a basis for appeal must be raised before the close of the hearing, in person or by letter, with sufficient specificity to afford the Historic Review Board and the parties an opportunity to respond to the issue. Failure to raise an issue with sufficient specificity will preclude any appeal on that issue. The decision of the Historic Review Board may be appealed to the City Commission by parties with standing within fourteen (14) calendar days of the notice of decision. Any appeal will be based on the record. The procedures that govern the hearing will be posted at the hearing and are found in OCMC Chapter 17.50 and ORS 197.763. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290(C) must officially approve the request through a vote of its general membership or Board at a duly announced meeting prior to the filing of an appeal.

Recommended Conditions

If the Historic Review Board finds that the Applicant can comply with the applicable criteria, the following conditions of approval apply.

(P) = Verify that condition of approval has been met with the Planning Division.

(DS) = Verify that condition of approval has been met with the Development Services Division.

(B) = Verify that condition of approval has been met with the Building Division.

(F) = Verify that condition of approval has been met with Clackamas Fire Department.

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Staff recommends that this matter be continued to a date certain meeting in December to allow the Applicant to submit a modified site plan, elevation, renderings, and landscape architect-designed plans detailing the recommendations identified in this report. Once shown, Staff, recommends approval of the application as the proposal demonstrates an appropriate balance between historic resource protection and the needs of the Applicant under the Americans with Disabilities Act.

Recommended revisions prior to approval.

- In order to further differentiate the ramp and the house and reduce its massing on the District, the Applicant shall return at a date certain future meeting with updated elevation drawings that remove horizontal siding from all portions of the ramp structure. Exposed poured-in-place concrete and exposure of the metal structure underneath is encouraged to the extent practicable to allow it to be seen as a lighter, airier structure.
- The Applicant shall remove the rounded columns from the side door entry as rounded columns are not appropriate on a secondary entry. The side porch posts shall be simple and wood-wrapped.

- The Applicant shall remove the highly decorative pendant lighting along the side (right) elevation and rear (if installed) and replace with simple downlighting painted to match the siding color of the house
- The landscape plan appears to show 3 feet and 6 feet planter beds along the side elevation. Whereas the revised site plan shows 2 feet 6 inches and 5 feet 6 inches, respectively. The landscape plan appears not to include the newly approved small concrete retaining wall depicted in the revised site plan. With space at such a premium, it is very important to ensure that both plans are accurate and that the registered landscape architect can confirm in writing that the planting choices will be successful, notwithstanding a potential 6-inch reduction in the planting area.

Recommended Conditions of Approval

1. The Applicant shall install the black powder-coated metal ramp as depicted in the revised plans reviewed at the (future date certain meeting) that implement the recommended revisions from the November 22, 2022 HRB Hearing.
2. Prior to obtaining a full Certificate of Occupancy, the Applicant shall install the revised landscape plan associated with buffering the visual impact of the ramp from 5th Street. (Exhibit 1b). One year after obtaining a full Certificate of Occupancy, staff shall perform a site visit to verify that the plantings along the side (right elevation) buffering the ADA ramp are healthy and require replacement plantings for any dead or dying plants.
3. Prior to obtaining a full Certificate of Occupancy, the Applicant shall submit a revised Historic Review Board request for the approved round columns on the front elevation without a concrete pony wall or with additional/barriers railings (HR 22-000010).
4. Prior to obtaining a full Certificate of Occupancy, the Applicant is required to meet all applicable conditions of approval for HR 20-0001, HR 21-00020, and GLUA 20-0024: GEO 20-0002 SP 20-0052. Revisions to the approved plan that encompasses previous HR applications will be reviewed through a [Type I Site Plan and Design Review](#). This includes verifying that the landscaping will, within three years, cover one hundred percent of the landscape area, including replacement planting if warranted.

PROJECT DESCRIPTION

The site has numerous files associated with its construction. The Applicant has submitted an additional revision (metal railings replace wood along with a detailed landscape plan). A timeline of files and project modifications is below.

HR 20-0001 (Initial Approval of Live/Work Building)

Proposal: New Construction with the McLoughlin Conservation District of a live/work building that contains a commercial space on the ground level front and a large, 10-bedroom dwelling in the remaining portions of the structure. No exterior ADA ramps were included with this package.

Approval: The Application that was approved under HR 20-01 was the construction of a live/work building designed in the American foursquare style that contains a commercial space on the ground level front and a large, 10-bedroom dwelling in the remaining portions of the structure. The main entry for the commercial space is located in the center of the ground floor porch accessed from 5th Street. The residential entry is on the south elevation at grade, with internal stairs leading to the main residential floor, located on the 2nd floor above the Street. The project is a live/work dwelling. The City's definition of live/work is as follows:

17.04.645 - Live/work dwelling.

"Live/work dwelling" a dwelling in which a business is designed to be operated on the ground floor. The ground floor commercial, personal service, or office space has visibility, signage, and access from the primary Street.

HR 21-00020 and AP 22-0006 (1st proposal of full ADA ramp)

Proposal: Revision to an approved plan for a full ADA Ramp to the rear of the site along with modification of the foundation height and modification of some window locations.

Approval: Historic Review Board and City Commission approved a partial exterior ADA ramp to the side door of the house and denied the full ADA ramp proposal.

After the initial Historic Review Board approval in HR 20-0001, the Applicant was additionally reviewed for compliance with the Geohazard Overlay District through GLUA 20-0024: GEO 20-0002 SP 20-0052. The site is crossed sloped with elevation dropping from the rear and top front of the site. The low point of the slope is at the NW elevation. At the front lower corner of the lot was the location of the proposed ADA ramp. The geohazard review and Conditions of Approval directed the application to minimize cuts and fills, which resulted in an exposed foundation approximately 4 feet taller at the side door entrance at the finished grade on the downhill side elevation than reflected in the approved HR plans.

The Applicant originally planned to access the side elevation door with an at-grade side entrance and retaining wall to the rear. With the revised elevation level, the Applicant proposes to utilize an ADA ramp to access the side and rear entrances. The ADA ramp is designed with lap siding to match the house with railings attached on the inside to minimize the massing of the ramp and reduce the visual appearance of the ramp as a separate building element.

The Historic Review Board and City Commission (upon appeal) found that a smaller ADA ramp to the side porch was reasonable as it provided ADA access to the interior of the building, and its impact was minimized by the design and size and conditionally could meet the Guidelines for New Construction and OCMC 17.40.060(G) *construction of new structures in an historic or conservation district*. They both found that the additional building length of the full ADA ramp would be highly visible from the side elevation, elongated the building and further eroded the building's foursquare design, and concluded that the record did not provide sufficient evidence to indicate that screening in the form of additional landscaping could be accommodated taking into account the width the ramp and retaining wall.

October 25, 2022 HRB Hearing

HR 22-0011 (1st proposal -full ADA ramp with wood construction)

Proposal: Review an alternate design of a full ADA ramp to the rear of the site that provides the same general design and material approach HR 21-00020 and AP 22-0006 but with a reduction in the number of ramp switchbacks (from 5 to 3), no reduction in overall length, but the inclusion of new planter areas.

The 1st proposal (HR 22-00010) requested a review of an alternate design of a full ADA ramp to the rear of the site that provides the same general design and material approach HR 21-00020 and AP 22-0006 but with a reduction in the number of ramp switchbacks (from 5 to 3), the inclusion of one planter island between the switchbacks and one small planter between the building and the ADA ramp on the side elevation, and the addition of a hipped roof to the side door entry.

The overall length of the full wood ADA design (Option 2) indicates the same length (97 feet total 18 feet beyond the rear of the house). The Applicant did not submit a revised landscape plan indicating how the newly proposed planter areas will screen the massing of the ramp when viewed from 5th Street.

The Applicant submitted the following information in their request to approve a modified full ADA wood ramp to access the rear of the building.

1. A short narrative email describing the proposal
2. Revised Site Plan showing an option 1 and 2
3. Revised elevations showing an option 1 and 2
4. Profile study of uphill side elevation demonstrating inability to provide ADA access from the upper elevation or south side of the structure.
5. One photo of the rear of the building (current condition)

The difference between the full wood proposal and the previously denied full ADA ramp (option 1) appears to be the redesign of the ramps to reduce the number of switchbacks from 5 to 3 with no reduction in the overall depth (97 feet total 18 feet beyond the rear of the house).

The Applicant did not submit a revised landscape plan indicating how the newly proposed planter areas will screen the massing of the ramp when viewed from 5th Street. The location of the proposed planter areas (between the house and the ramp and within the rear switchbacks) does not appear to be able to provide landscaping that could shield or soften the view from 5th Street.

As part of the review for HR 21-00020 and AP 22-0006, the Historic Review Board found that the addition of an 18 feet 4-inch deep switchback ramp to the rear of a building that was at its limit of being considered a foursquare design was not compatible with the intent of the architectural style. The proposed full ramp design, with no measurable change in depth, with the same materials as the house, continues to be too large of mass for the style of the foursquare style and dilutes the historic context of the District.

The lack of a detailed narrative, revised landscape plan, and renderings showing how new planter areas will mitigate the massing of the ramp when viewing it from 5th Street, did not give Staff or the Historic Review Board an accurate understanding of how this approach mitigates massing that was one of the primary reasons for denial for the full ADA ramp in the previous application.

The Applicant was encouraged to secure counsel from an expert qualified architect or designer in historic preservation and accessibility options, which could help to inform the effort and alternative analysis response prior to the October 25, 2022 Historic Review Board meeting. At the October 25, 2022 Historic Review Board meeting, the Historic Review Board concurred with Staff's assessment and continued the hearing to November 22, 2022. The Applicant additionally provided a 30-day extension of the 120-day deadline. The new deadline is March 1, 2022.

November 22, 2022 HRB Hearing

HR 22-0011 (2nd proposal -full ADA ramp with metal railing) **NEW**

Proposal: Review a revised design for a full exterior ADA ramp made of black powder-coated metal along with additional alternative analysis findings provided by Heritage Consulting Group.

In response to the HRB request for additional information, the Applicant submitted the following information:

1. Alternative analysis memo, Erin Ward, Heritage Consulting Group

2. Elevation and renderings (revised)
3. Site Plan (revised)
4. Landscape Plan (revised) *

**note the landscape plan scale of 1 in= 20 feet does not appear to match the revised site plan. The landscape plan appears to show 3 feet and 6 feet planter beds along the side elevation. Whereas the revised site plan shows 2 feet 6 inches and 5 feet 6 inches accordingly. With space at such a premium, it is very important to ensure that both plans utilize the same scales and that the registered landscape architect can confirm that the planting choices will be successful notwithstanding a potential 6-inch reduction in the planting area.*

The Historic Review Board is tasked to answer the following questions as part of the analysis for the revised metal railing ADA ramp design:

1. Does the revised metal railing ADA design satisfy the standards, particularly the obligation to ensure that new construction does not introduce a new building style that “dilutes and distracts from the historic context of the district?” Guidelines p 7.
2. If not, short of eliminating the rear exterior ramp, are there other design changes or improvements that would further mitigate those impacts?
 - a. The HRB’s previous denial was based on a finding that the overall length of the building when viewed from the side, without mitigation, failed to reinforce the context of the conservation district with respect to the Foursquare style. Are there additional design/landscaping changes that might further restore the Foursquare style?
3. If the Design Guidelines cannot be satisfied, has the Applicant provided sufficient evidence in the record to reject the other design alternatives as either inconsistent with the Applicant’s identified therapeutic objectives or financially infeasible?

With respect to financial feasibility, it is important to keep in mind that the construction of this building is very nearly complete. Whether or not this Applicant could have made different design decisions to provide an interior to the accessibility as part of the original building design cannot be considered to any greater degree than the HRB would require the same from a retrofit request to make an existing home accessible. In other words, questions of timing for pursuing this request should not be used to penalize this Applicant with respect to its current accessibility needs. If the Board finds that the new metal ADA design meets the standards, then the answer to question #3 does not need to be answered.

Analysis Overview- (full ADA ramp with metal railing construction)

Allowing the larger ADA ramp as currently proposed is not out of the range of discretion of the HRB and would allow greater access to the building for elderly residents and visitors, and would fit the character of a more commercial building in a Commercial District, particularly when it is new construction. The Secretary of the Interior provides [guidance](#) on how to design compatible ADA ramps for historic structures, recognizing that access is an important component to both private and public spaces. While this proposal is new construction of a live/work building, reviewing how ADA ramps can be made to fit historic resources can provide background to the best approach for this project. As there are no specific Design Guidelines for ADA access, the Historic Review Board should review the proposal and see if the design and mitigation measures as outlined in the Conditions of Approval can be found to be compatible with the District and provide the best option to allow access for visitors and residents.

The Applicant has indicated that there will be future elderly residents that will want access to the second floor through a ramp system beyond the existing internal stairwell. They also indicate that they are not comfortable relying on mechanical ADA access that could not be operable during a power failure. There is no city requirement for ADA access for a single-family residence. There is direct ADA access to the commercial office unit at the front of the building.

The crux of the Historic Review analysis of this proposal, as previously explained, is that the burden is on the Applicant to show the evidence necessary to conclude that a full exterior ramp is an architecturally compatible means of allowing residents to access the second floor of the house on a sloped lot.

The Historic Review Board deliberated over multiple meetings in the Spring of 2020 to address massing concerns on the proposed live-work design based on a Foursquare architectural design. The Historic Review Board allowed an attached garage, with conditions, understanding that the need to reduce cuts and fills on the site was reasonable. At no time during this analysis was the need for a ADA access brought up as part of the design discussion. The Historic Review Board spent the majority of their deliberations discussing the large massing of the building; this included dropping the wall height, removing ornamentation, and requiring a visual separation of the garage from the main volume of the housing.

If ADA access was proposed during the initial HR 20-01 review. Staff would have recommended the Applicant look at access from the upper sloped side of the lot (JQ Adams), or pursue an internal ramping or chair lift design. Staff provided the following findings in HR 20-01 *"The Applicant has proposed the foursquare style. The hallmarks of the style include a basically square, boxy design, two-and-one-half stories high, usually with four large, boxy rooms to a floor, a center dormer, and a large front porch with wide stairs. The proposed structure is boxy with a hip roof, large eaves, and symmetrical arrangement, which resembles a foursquare."* The Applicant has not provided sufficient findings for how the larger switchback ramp will retain the boxy foursquare feeling of the approved design. HR 20-01 allowed a somewhat longer footprint than a class square with a 70' 3" length of the building to 47' width w/o garage)

Use of Metal in a Historic District.

The Historic Review Board has approved metal elements in both historic districts and on Landmarks. Often they were related to more commercial projects, though one in Canemah was related to the design of a 1970s house and its accessory building. The Board has previously found that metal is an appropriate material for infill development, especially when used to further differentiate new from old or when completely open to the elements. Below are some selected examples

Metal railings were approved as part of this application in 2020 (HR 20-0001) for the flat roof balcony above the garage.



May 26, 2020 HRB Meeting Submittal (HR 20-00001)



619 6th Street Ermatinger House ADA ramp (2014)



603 6th Street. Stevens Crawford House metal hand railings (2009)

BACKGROUND

Site and Context

The site is located in the McLoughlin Conservation District in the Mixed-Use Corridor Zone. The property is approximately 9500 square feet and has 77 feet of frontage on 5th Avenue. It also borders unimproved JQ Adams Street, which is heavily forested and includes a pedestrian walkway up to the Barclay Hills and Rivercrest neighborhoods. The site is crossed slope upward from 5th and to the back of the lot (see figure 2)

The property is on the edge of the McLoughlin Conservation District.



Figure 1 Vicinity Map (Conservation district shown in purple)

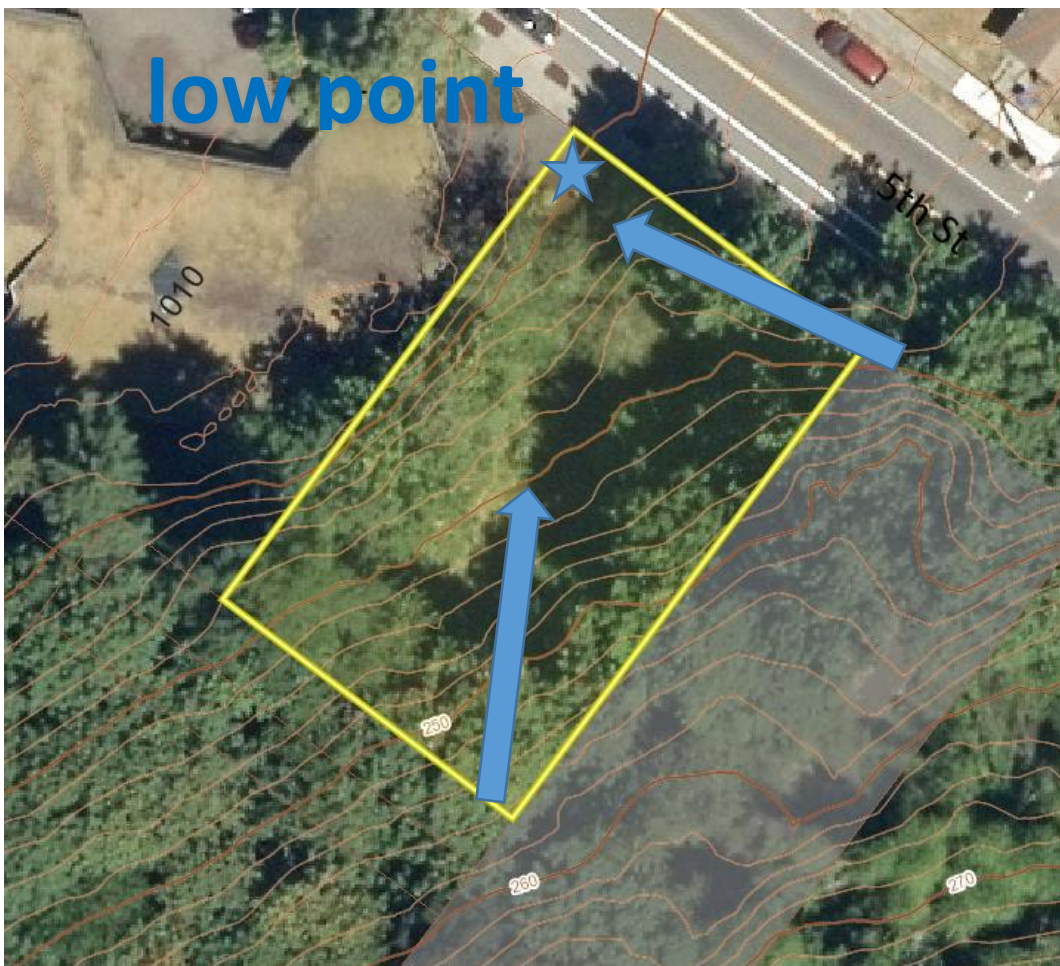


Figure 2-Aerial photo and topography- arrow showing cross-slope



Figure 3 Zoning Map



Figure 4 Existing condition of side elevation showing unpermitted CMU wall. - September 20, 2022 . CMU wall has been removed as of November 15, 2022



Figure 5 existing condition, photo taken November 17, 2022. Note unpermitted CMU wall is removed.

*****NEW*****



Figure 6 Neighboring building at 1010 5th Street; a modern commercial building with a low shed roof, roughly U-shaped. The offices are sited in the eastern portion of the building, with a small courtyard framed by the low roof on the west side. The building is primarily clad with stone veneer, but some portions have vertical groove plywood siding. The windows are fixed aluminum sash and are located primarily on the east and west sides of the building. It is not a designated structure in the Mcloughlin Conservation District. (Google Maps- taken prior to construction)



Figure 7-Stevens Crawford House, 603 6th Street. An example of a larger Foursquare/bungalow design with a foundation height of 3 ½ to 4 feet.



Figure 8 -909 Washington Street- Charles Caufield House. An example of a side porch and stair with a 3 ½ to 4-foot foundation height on a sloping site.

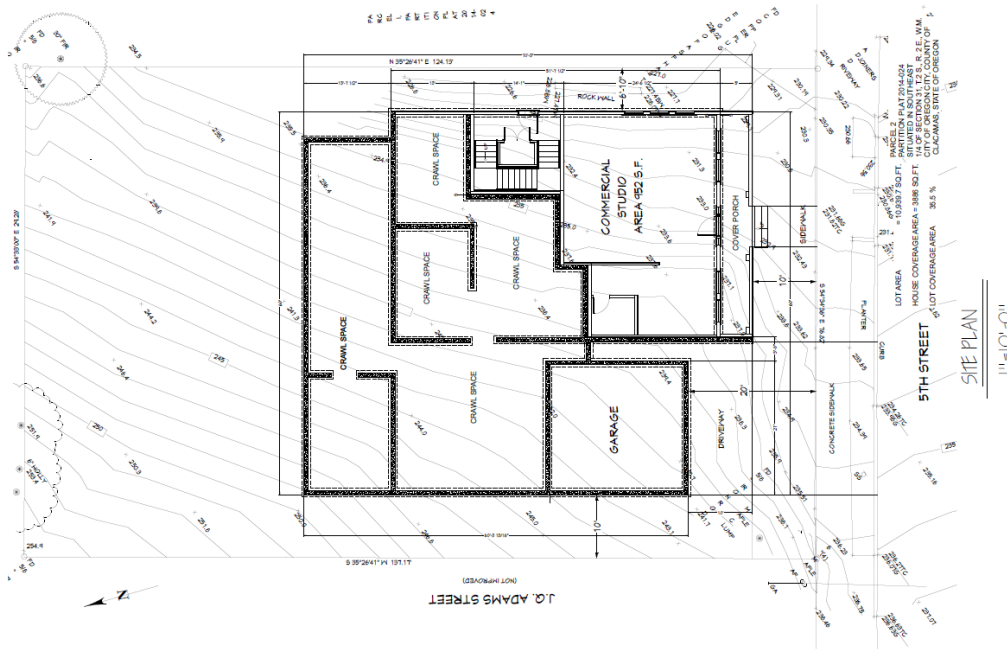


Figure 9 Approved HR 20-01 Site Plan (original proposal)

PLANT LIST:				
SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
STREET TREES				
	2	SYRINGA RETICULATA Japanese Tree Lilac	2" cal.	As Shown
MITIGATION TREES				
	3	CORNUS NUTTALLII Pacific Dogwood	2" cal.	As Shown
	3	TSUGA HETEROPHYLLA Western Hemlock	6" ht.	As Shown
	1	ACER JAPONICUM 'ACONITIFOLIUM' Full Moon Maple	6" ht.	As Shown
SHRUBS				
	29	NANDINA DOMESTICA 'HARBOR BELLE' Harbor Belle Nandina	2 gal.	2' o.c.
	10	PIERIS JAPONICA 'LITTLE HEATH' Little Heath Pieris	5 gal.	3' o.c.
	1	TAXUS MEDIA 'STONEHENGE' Stonehenge Yew	5 gal.	3' o.c.
	6	CORNUS ALBA 'BAILHALO' Ivory Halo Dogwood	2 gal.	5' o.c.
	12	VACCINIUM OVATUM Evergreen Huckleberry	5 gal.	4' o.c.
	32	LEUCOTHOE FONTANESIANA 'NANA' Dwarf Leucothoe	2 gal.	3' o.c.
	13	AUCUBA JAPONICA 'MR. GOLDSTRIKE' Mr. Goldstrike Aucuba	5 gal.	4' o.c.
	35	MAHONIA REPENS Creeping Mahonia	1 gal.	3' o.c.
	6	CAMELLIA 'FAIRY BLUSH' Fairy Blush Camellia	2 gal.	3' o.c.
	8	CEPHALOTAXUS HARRINGTONIA 'FASTIGATA' Upright Japanese Plum Yew	5 gal.	2' o.c.
	7	SARCOCOCCA RUSCIFOLIA Sweet Box	1 gal.	3' o.c.
GROUND COVER				
	14	ARCTOSTAPHYLOS U.U. 'WOOD'S DWARF' Wood's Dwarf Kinnikinnick	1 gal.	3' o.c.
	63	EPIMEDIUM PERRALCHICUM 'FROHNLEITEN' Frohnleiten Bishop's Hat	1 gal.	2' o.c.
	44	LIRIOPE MUSCARI 'BIG BLUE' Big Blue Lily Turf	1 gal.	2' o.c.

GENERAL NOTES:

1. Contractor is to verify all plant quantities.
2. Adjust plantings in the field as necessary.
3. Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/ build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
4. All plants are to be fully foliated, well branched and true to form.
5. Contractor is to notify Landscape Architect or Owner's Representative of any site changes or unforeseen conditions that may be detrimental to plant health, or cause future problems to any structural elements of the project.
6. Invasive plant species shall be removed from all landscape areas prior to approval of final occupancy permit.

Figure 10 -2021 Proposal Landscape Plan Details

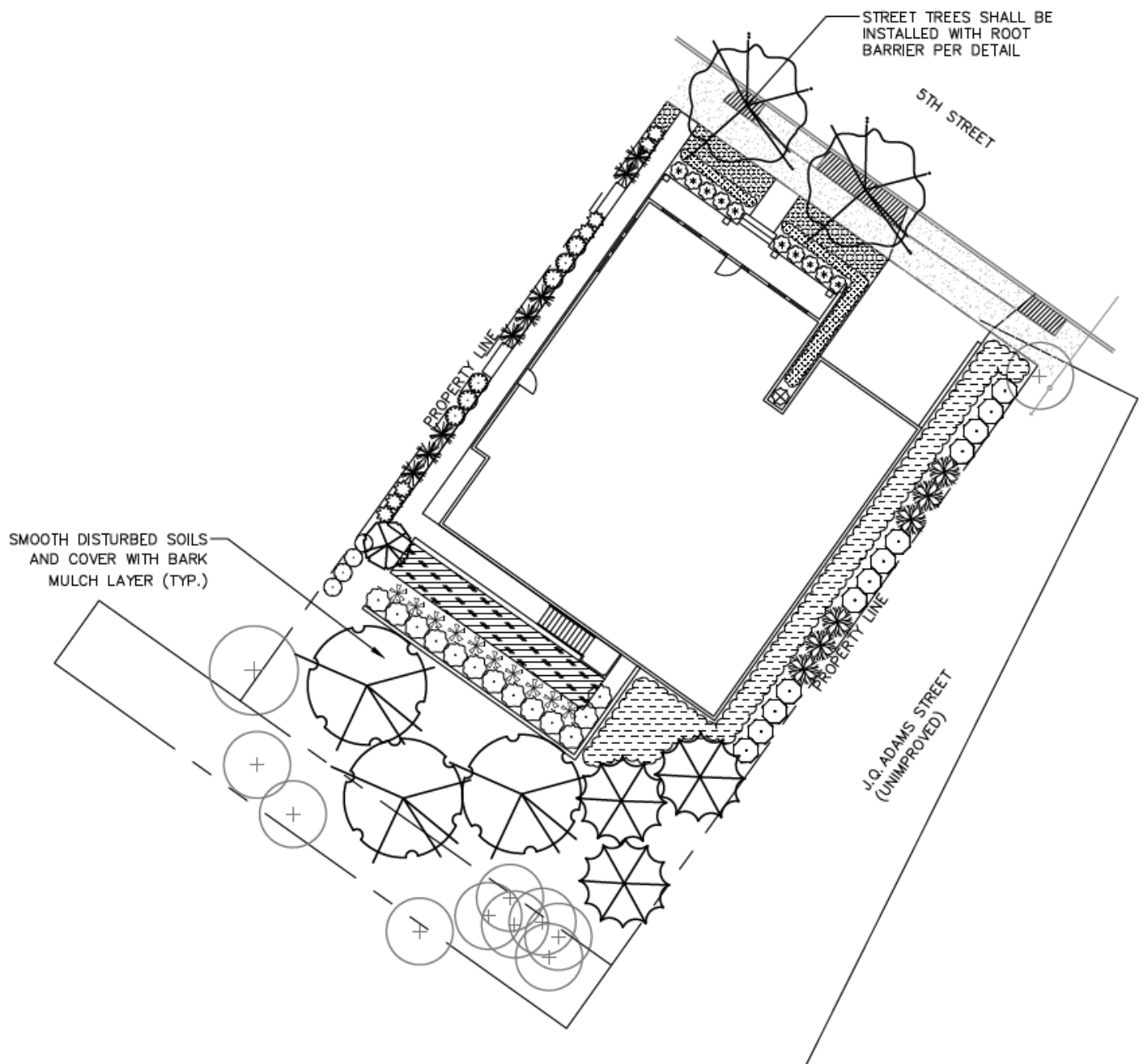


Figure 11-Previous proposed landscape Plan 2021 showing ADA ramp location and side yard mitigation plants (Japanese yew, sweetbox, and fairy bush camellia). ADA setbacks to the property line look to 2 1/2 to 3 feet.



Figure 12- Approved Front Elevation- HR 20-1

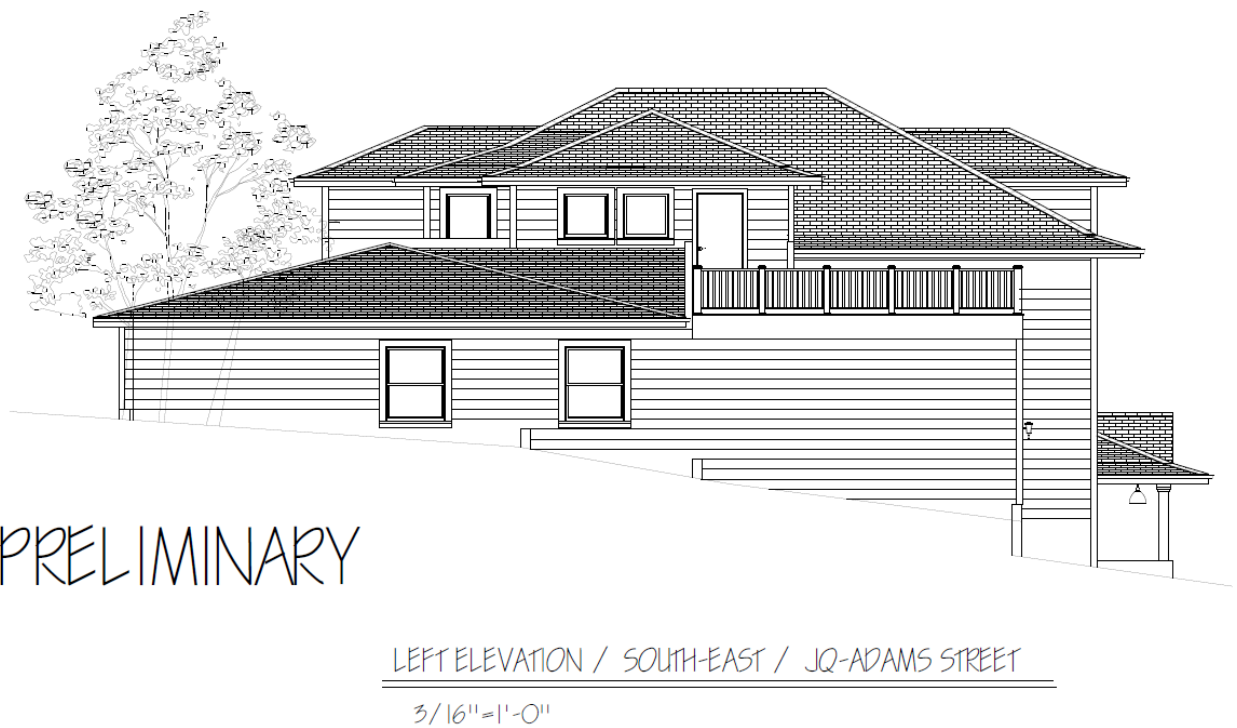


Figure 13-Approved HR 20-01 Left elevation (uphill side)



Figure 14-Approved HR 20-01 Right elevation (downhill side)

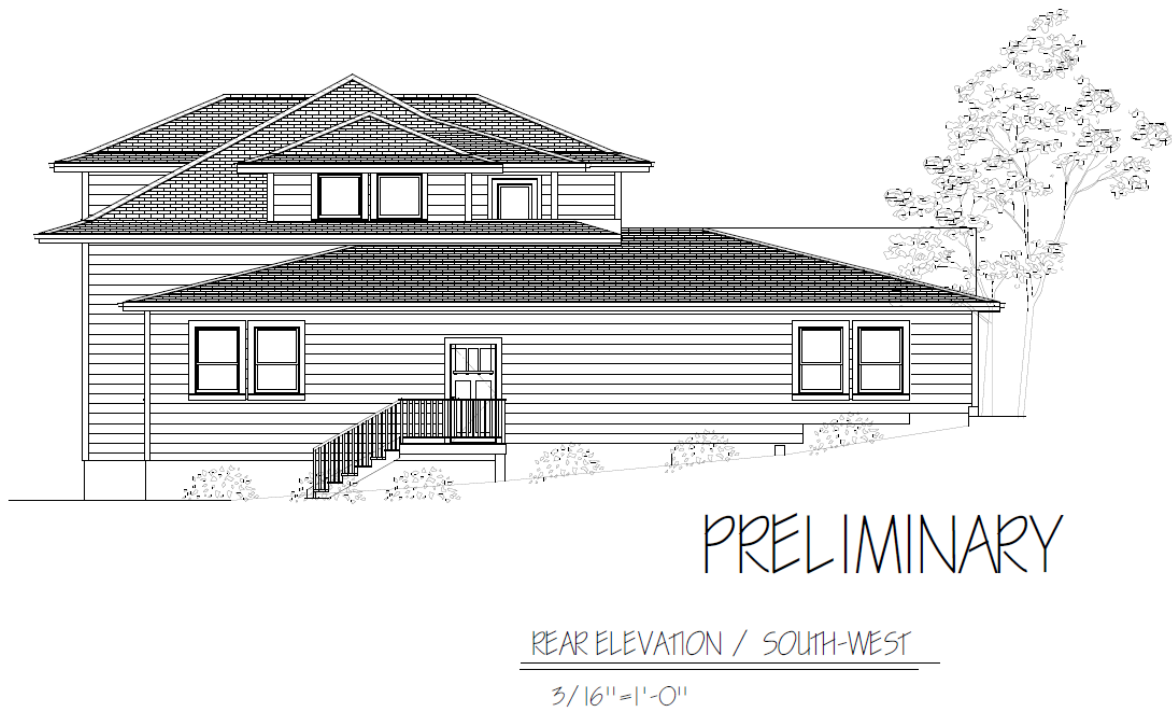


Figure 15-Approved HR 20-01 rear elevation

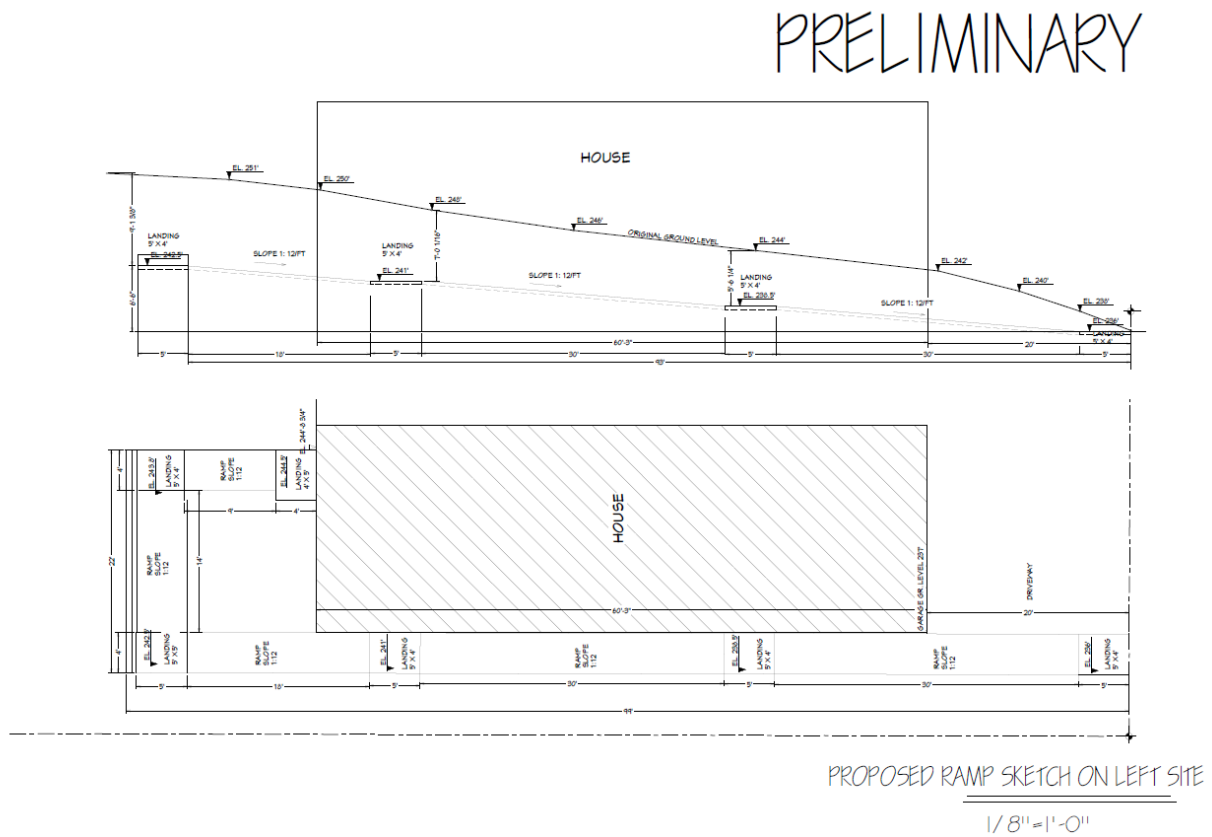


Figure 16 -Proposed uphill side ramp approach study (HR 22-0011)

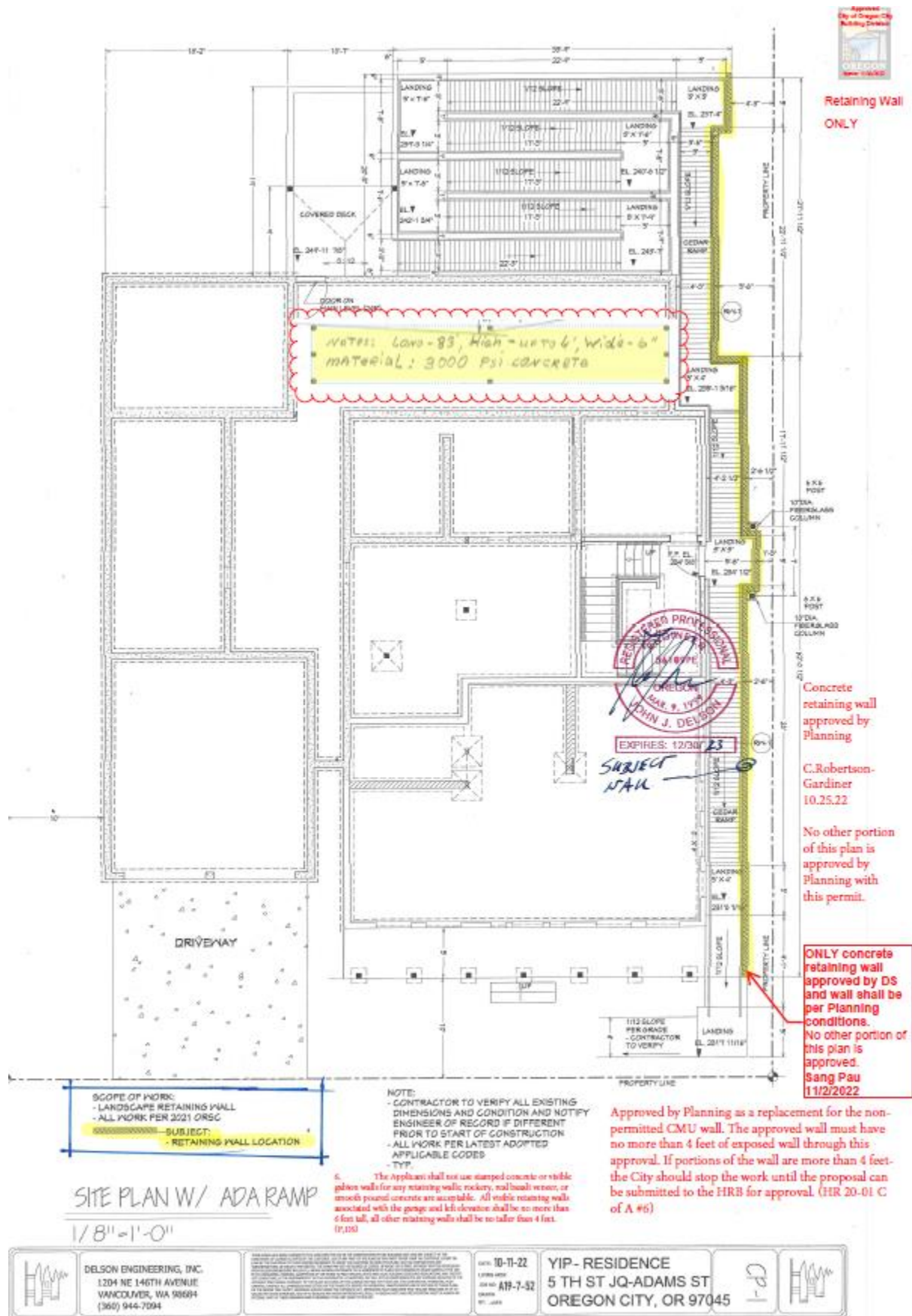
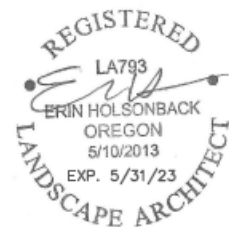


Figure 16 -Revised Site Plan. ***NEW***

A new 4-foot or less concrete retaining wall was approved to replace the non-permitted CMU wall.

PLANT LIST:

SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
STREET TREES				
	2	SYRINGA RETICULATA Japanese Tree Lilac	2" cal.	As Shown
MITIGATION TREES				
	3	CORNUS NUTTALLII Pacific Dogwood	2" cal.	As Shown
	3	TSUGA HETEROPHYLLA Western Hemlock	6' ht.	As Shown
SHRUBS				
	32	NANDINA DOMESTICA 'HARBOR BELLE' Harbor Belle Nandina	2 gal.	2' o.c.
	10	PIERIS JAPONICA 'LITTLE HEATH' Little Heath Pieris	5 gal.	3' o.c.
	4	TAXUS MEDIA 'STONEHEDGE' Stonehedge Yew	5 gal.	3' o.c.
	6	CORNUS ALBA 'BAILHALO' Ivory Halo Dogwood	2 gal.	5' o.c.
	7	HYDRANGEA PANICULATA 'LITTLE LIME' Little Lime Hydrangea	2 gal.	3' o.c.
	12	VACCINIUM OVATUM Evergreen Huckleberry	5 gal.	4' o.c.
	24	BUXUS SEMPERVIRENS 'GREEN MOUNTAIN' Green Mountain Boxwood	2 gal.	3' o.c.
	12	CAMELLIA JAPONICA 'NUCCIO'S GEM' Nuccio's Gem Camellia	5 gal.	6' o.c.
	35	MAHONIA REPENS Creeping Mahonia	1 gal.	3' o.c.
GROUND COVER				
	14	ARCTOSTAPHYLOS U.U. 'WOOD'S DWARF' Wood's Dwarf Kinnikinnick	1 gal.	3' o.c.
	63	EPIEDIUM PERRALCHICUM 'FROHNLEITEN' Frohnleiten Bishop's Hat	1 gal.	2' o.c.
	44	LIRIOPE MUSCARI 'BIG BLUE' Big Blue Lily Turf	1 gal.	2' o.c.



OTTEN + ASSOCIATES LANDSCAPE ARCHITECTURE

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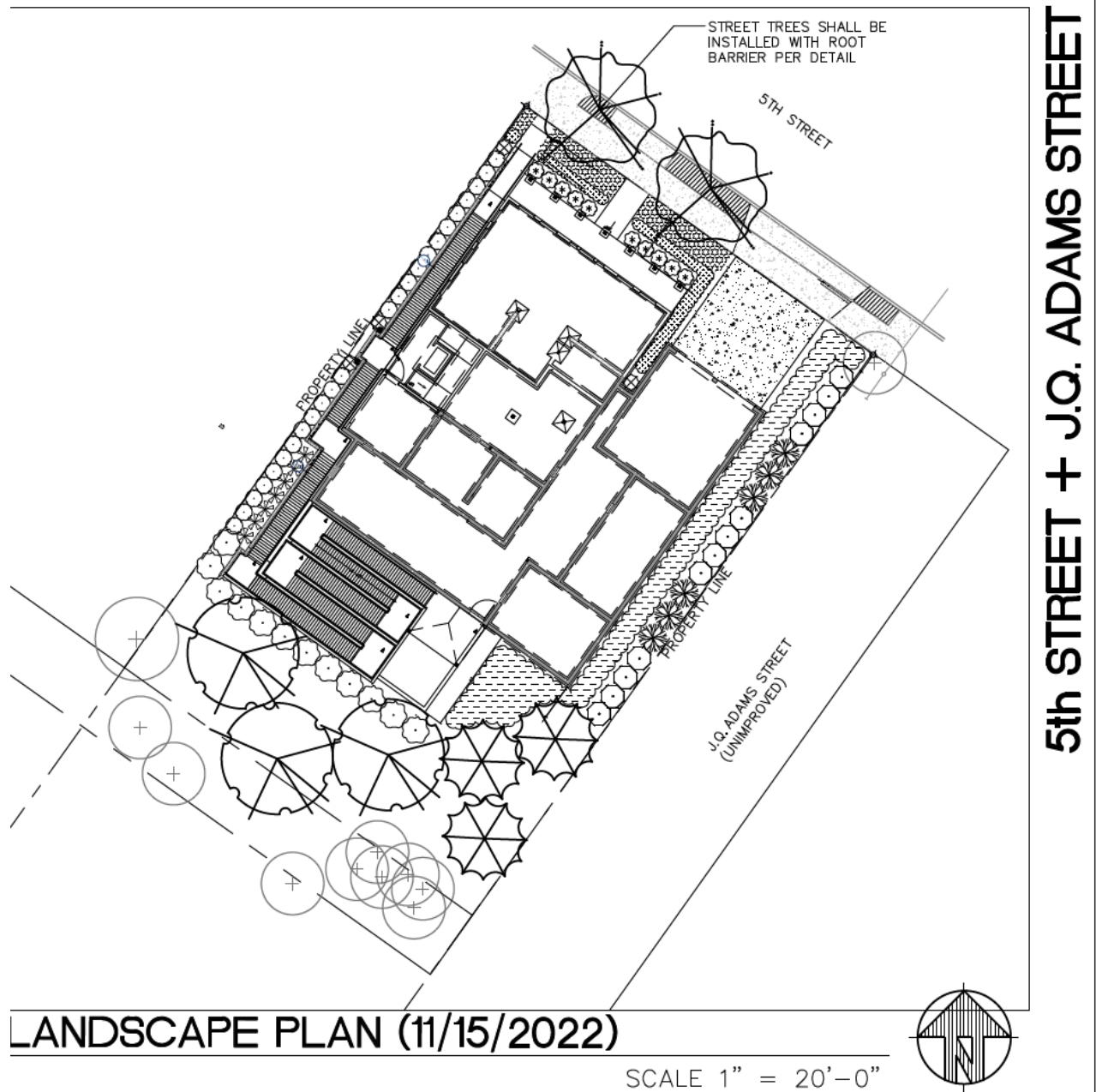


Figure 16 a/b -Landscaping Plan. ***NEW***

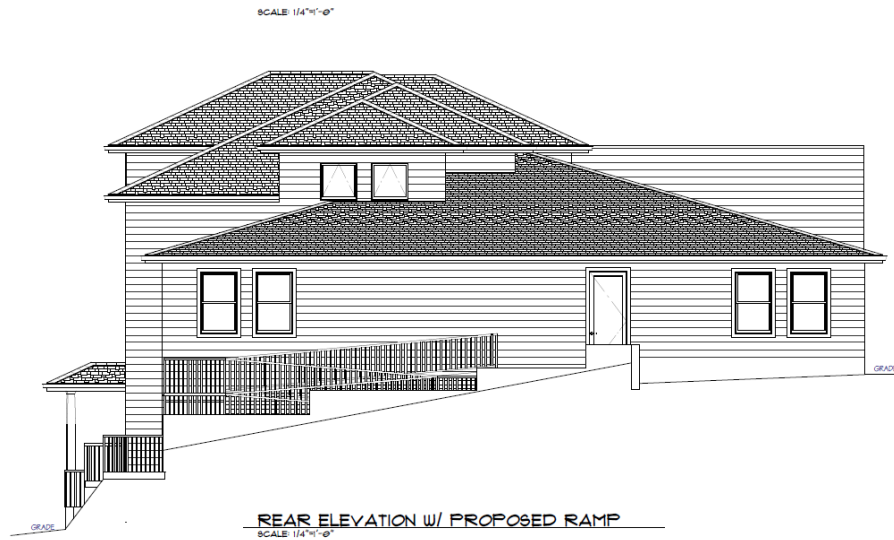


Figure 17 -Proposed rear elevation revised full ADA ramp design (HR 22-0011) **** NEW METAL RAMP DESIGN ****

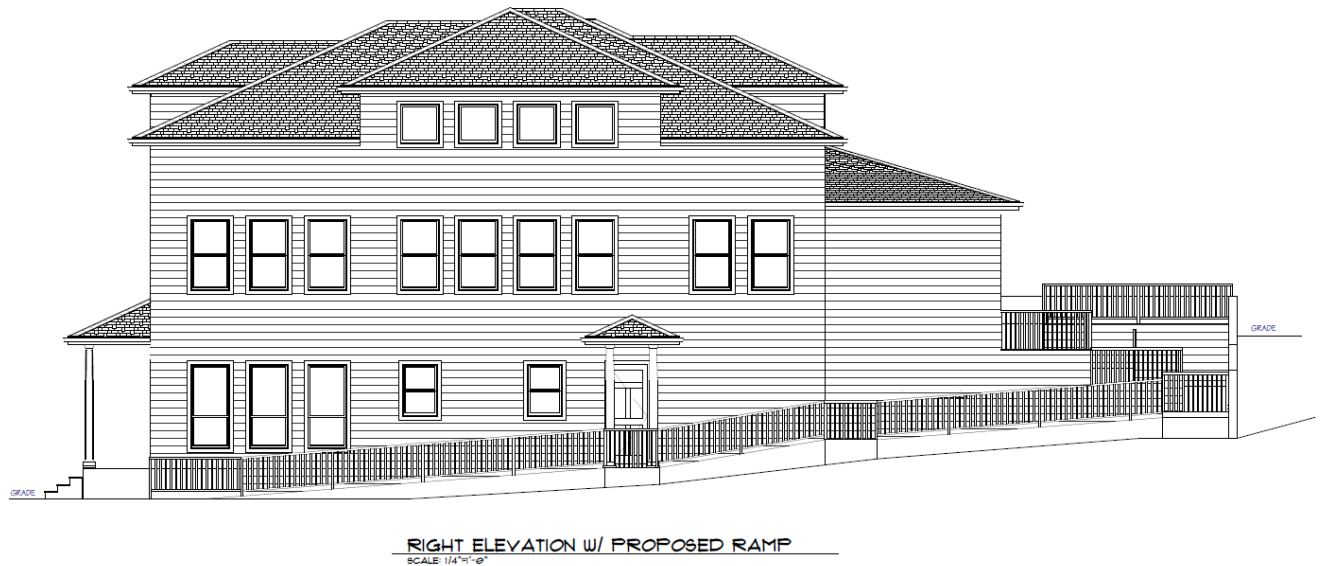


Figure 18 -Proposed side (right) elevation revised full ADA ramp design (HR 22-0011) **NEW METAL RAMP DESIGN ****



Figure 19 Front and side (right) rendering **** NEW METAL RAMP DESIGN ****



Figure 20- Side (right) and rear rendering. The blue arrows highlight highlights the areas addressed in the recommended revisions that require the removal of all horizontal siding from ADA ramp. **** NEW METAL RAMP DESIGN ****

PUBLIC NOTICE AND COMMENT

A public notice was sent to neighbors within 300 feet of the subject property, posted on the City's website, emailed to a variety of stakeholders, a sign was posted onsite. Jilene Modlin provided public comment at the October 25, 2022 meeting supporting the continuance to find the best option for the ADA ramp.

REVIEW CRITERIA

17.40.060 - Exterior alteration and new construction.

- A. *Except as provided pursuant to subsection I of this section, no person shall alter any historic site in such a manner as to affect its exterior appearance, nor shall there be any new construction in an historic district, conservation district, historic corridor, or on a landmark site, unless a certificate of appropriateness has previously been issued by the historic review board. Any building addition that is thirty percent or more in area of the historic building (be it individual or cumulative) shall be considered new construction in a district. Further, no major public improvements shall be made in the District unless approved by the Board and given a certificate of appropriateness.*

Applicable: This is a proposed modification to an approved New Construction in the McLoughlin Conservation District (HR 20-0001)

- B. *Application for such a certificate shall be made to the planning staff and shall be referred to the historic review board. The application shall be in such form and detail as the Board prescribes.*

Complies as Proposed: The City processed the application pursuant to Chapter 17.50 of the municipal code. The Applicant provided elevation drawings, a landscape plan, floor plan, and a narrative to address the specific revisions requested. Staff is processing the application based on what the Applicant has submitted but will also ask the Historic Review Board if the Applicant needs to provide additional findings or plans to comply with the Design Guidelines.

- C. *Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the Applicant shall provide,*
1. *A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the Applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the Applicant; and*
 2. *A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the Applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the Applicant.*

If, after forty-five days notice from the Applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the City will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils.

Complies as Proposed. Oregon SHPO and the Native American tribes listed above were notified of the proposed ground disturbance in 2019. A response was received from SHPO and is in the City's files for HR 20-00001. The letter indicates the level of recommended archaeological monitoring on the site. No major change in grading is being proposed for the side ADA ramp beyond the original notice.

D. [1.] The historic review board, after notice and public hearing held pursuant to Chapter 17.50, shall approve the issuance, approve the issuance with conditions or disapprove issuance of the certificate of appropriateness.

Applicable: The proposal is being reviewed by the Historic Review Board.

F. For construction of new structures in an historic or conservation district, or on an historic site, the criteria to be used by the Board in reaching its decision on the certificate of appropriateness shall include the following:

1. The purpose of the historic conservation district as set forth in Section 17.40.010;

The purpose of the District is:

- A. Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the City's cultural, social, economic, political and architectural history;
- B. Safeguard the City's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;
- C. Complement any National Register Historic districts designated in the City;
- D. Stabilize and improve property values in such districts;
- E. Foster civic pride in the beauty and noble accomplishments of the past;
- F. Protect and enhance the City's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;
- G. Strengthen the economy of the City;
- H. Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing and public welfare of the City; and
- I. Carry out the provisions of LCDC Goal 5.

Finding: Complies with Conditions

If the Historic Review Board can determine that the revised metal ADA ramp provides sufficient mitigation for the design and massing of the ADA ramp, has no adverse effect on the significance of the District, and there are sufficient findings and plans to demonstrate an alternative analysis conducted of alternate approaches, Staff recommends approval of this application.

As part of HR 21-00020 and AP 22-0006, the Historic Review Board and City Commission provided a list of alternative approaches that the Applicant should review before the Board could look at the full ADA ramp as a potential approval option. Staff has reviewed the Applicant's current findings and submittal against this list.

1. An interior ADA access from the ground floor through the garage, interior stairway, or other means.

HR 22-00011 Applicant's Response: The Applicant has indicated that as the project is almost completed in the interior of the building, an interior ADA access is not feasible at this time. *At this time, the construction of the building is largely complete. As construction is nearly complete, undertaking a change to the interior design to accommodate an interior means of ADA access would be cost-prohibitive on the part of the owner and is not feasible. The industry standard cost for a chair lift is approximately \$5,000. The industry standard cost for a residential elevator is approximately \$30,000. These prices do not*

include the cost of undertaking a change to the interior programming of the building. In addition, it is our understanding that the zoning of this area requires that the property be mixed-use (commercial and residential). As the building proposes a commercial use at the first floor and a residential use at the second floor, two separate points of entry are needed to ensure resident and building safety. Creating a shared interior lobby space would remove needed square footage from the commercial space and would not provide the residential space with a separate entrance. As there will be individual entrances to each floor, the currently proposed exterior ramp provides full ADA access to both floors.

Staff's Findings: Staff agrees that it is likely that internal improvements are nearly complete, and any such retrofit is likely infeasible.

2. A noncommercial interior chair lift or residential elevator.

HR 22-00011 Applicant's Response: The Applicant has provided the following information. *As explained in item 1, the construction of the building is nearly complete and therefore the addition of an interior chair lift or residential scaled elevator would require major modifications to the home and would be cost-prohibitive on the part of the owner. In looking into these alternatives, the home owner expressed concern about the necessary upkeep and maintenance of an interior chair lift and residential-scaled elevator for providing ADA access as both options would be rendered unusable during power outages or inclement weather*

Staff's Findings: The \$5,000 cost of an interior chairlift to the existing stairwell is not an unreasonable constraint and appears to be less than the cost of the exterior ADA ramp. The Applicant has previously mentioned that they were not interested in mechanical means of ADA access that could be impacted by a loss of power or the need for multiple people to leave the residence in an emergency. The Historic Review Board will need to determine if this is sufficient to show that this option is not viable for the Applicant

3. A chair lift accommodation along exterior stairs that hugs the building.

HR 22-00011 Applicant's Response: *In exploring the option of installing a chair lift at the exterior stairs, it was determined that the addition of the exterior stair, chair lift, and associated mechanical equipment would add a great deal more visible massing to the building and would have a larger visual impact to the surrounding District than the proposed ramp solution. As currently designed, the proposed exterior ramp is minimally intrusive to the surrounding District with much of it located at the rear of the property. In addition, there is concern that an exterior chair lift would be rendered unusable during power outages or inclement weather and would thus not provide full ADA access to the building. Finally, the installation of an exterior chair lift would be cost-prohibitive and would require many changes to the already constructed property, rendering it not feasible.*

Staff's Findings: The Applicant has previously mentioned that they were not interested in mechanical means of ADA access that could be impacted by a loss of power or the need for multiple people to leave the residence in an emergency. The Historic Review Board will need to determine if this is sufficient to show that this option is not viable for the Applicant or determine if an exterior ADA lift would create massing in a more prominent view corridor.

4. An ADA-complaint design relying on the existing uphill topography on the left or southeast side elevation.

HR 22-00011 Applicant's Response: The Applicant provided a one-page slope analysis (figure 19) but did not provide narrative findings as to why this approach is not feasible, cost information, ramp size, and potential impact on the house or McLoughlin Conservation District. Erin Ward, Heritage Consulting Group, provided the following information: *The Applicant explored the potential of constructing the exterior ramp at several different locations around the building. The southeast side of the building cannot be used as the grade of the topography does not meet the code requirements for rise of the ramp. Additionally, the proposed ramp provides ADA access to the first floor office space as well as the second floor residential space and the first floor entrance is located on the opposite side of the building. As such the current proposed design provides full ADA access to the interior in a location that is facing the rear of the building and is the least visually intrusive to the surrounding District.*

Staff's Findings: At the October 25, 2022 HRB meeting, Johns Delson provided background about the rise over run calculations and indicated that even the upslope side of the building would not meet ADA-approved grade without further excavation towards the front and new retaining walls. The rise-over-run slope calculations would also require a ramp in the rear to get to the backdoor. As this site is located within the Geologic Hazard Overlay District, any additional upslope excavation would require a new Type II GeoHazard Review. With this information, it is reasonable to find that the upslope ADA ramp is not feasible at this time and could require substantial retaining walls to create a lower-sloped flatter area towards the front of the lot.

5. The use of materials and design that create a lighter, airier appearance, such as painted metal.

HR 22-00011 Applicant's Response: *In response to the comments received, the design of the ramp has been revised to utilize a painted metal railing rather than wood. The use of metal will allow for a lighter, airier railing and will match what is already installed along the garage roofline. The simple Alumarail by Precision Rail railing design (as shown in the photograph below) is compatible with the conservation district and the Craftsman design of the subject building. Additionally, this type of railing was previously approved for the subject building and therefore will provide a consistent appearance and aesthetic.*



Staff's Findings: A wood ramp with horizontal siding may be appropriate for the smaller side entry design, but as it is extended to the rear, which was once compatible, seems to create the large mass that caused the Historic Board and the City Commission to deny the full ADA ramp. The US Department of the Interior National Park Service, Cultural Resources Division has promulgated a Preservation Brief dealing specifically with accessibility, which is attached here and may provide a suitable reference for how the City might interpret its historic standards with respect to the ADA. The brief provides examples of metal designs that are lighter and airier than the wood option. These simpler design look to hide the ramp rather than integrate it into the design of the building.

The submitted metal design utilizes a simple black powder-coated railing and a metal ramp. The ramp is supported by a concrete podium at the side door and retaining walls.

6. Consider whether the removal or reduction in the length of the rear porch would reduce the massing of the ADA ramp.

HR 22-00011 Applicant's Response: The Applicant has provided a revised drawing that reduces the number of switchbacks from 5 to 3, does not reduce the overall length of the building and provides an opportunity for planter beds between the house and the ramp and between the switchbacks. The rear covered porch proposed and not approved in HR 21-00020 is not part of this application. *In response to the comments received, the Applicant has revised the design of the rear porch to be smaller in scale and to serve merely as a covered landing at the second floor entrance. Additionally, the massing of the rear ramp has been significantly reduced, limiting the number of switchbacks to the minimum required to meet code. The proponent will add planters facing the rear to further minimize the visibility of the ramp to the surrounding District and adjacent neighbors.*

Staff's Findings: The Applicant's revised drawing addressed this. The rear porch has been reduced to a small rear door entry cover.

7. Utilizing a taller retaining wall (assuming that it is made of appropriate materials) toward the rear along the side to provide some level of initial screening that can be further mitigated with plantings.

HR 22-00011 Applicant's Response: The Applicant provided updated side elevations of the revised ramp and no detailed narrative response. *In response to comments received, the Applicant has explored the option of a taller retaining wall at the rear of the ramp. While a taller wall would provide additional screening, the construction of a taller retaining wall would be more visually intrusive to the surrounding District. In contrast, the metal railing of the ramp, as proposed, is minimally intrusive to the surrounding District and is low in height. This solution allows more of the previously approved building to remain exposed and does not create a large,*

Staff's Findings: The updated landscape plan shows the tight geometry/topography of the back corner of the side elevation. It is unclear if a higher retaining wall is even possible or would even mitigate the ramp massing.

8. Provide a revised landscape plan that incorporates the proposed replacement retaining wall and mitigation planting to ensure that the selected plant types are appropriate for the location.

HR 22-00011 Applicant's Response: *The Applicant has discussed the proposed landscape plan with Staff and understands that the landscaping will need to be compatible with the conservation district. It is our understanding that the plantings will either need to be native to the area or historically compatible and of the English garden variety and will further follow up with Staff regarding proposed plantings to ensure they are compatible with the District.*

Staff's Findings: A revised landscaping plan was provided with this staff report (Exhibit 1b). For the purposes of this meeting, Staff is concentrating on the portions of the landscape plan that are associated with the ADA ramp. Other portions of the Landscape plan are not consistent with the existing conditions and will need to be revised through the Type I Site Plan and Design Review Process.

A row of 2-gallon Greenmountain boxwood (mature height 3-5 feet) is shown between the ADA ramp and the property line on the side elevation (approx. 3 feet). A row of little lime hydrangeas (mature height 6-8 feet tall) is planned to be planted behind the boxwoods towards the rear of the property line as the ADA ramp stepback. This creates an approx. 6-foot planter area for the final 1/3 of the ramp abutting the property line. Nuccio's Gem Camellias (mature height 15 feet) are planned to wrap around the rear portion of the ramp. These proposed plants do seem to provide adequate long-term screening to mitigate the massing of the ramp.

The landscape plan appears to show 3 feet and 6 feet planter beds along the side elevation. Whereas the revised site plan shows 2 feet 6 inches and 5 feet 6 inches, respectively. The landscape plan appears not to include the newly approved small concrete retaining wall depicted in the revised site plan. With space at such a premium, it is very important to ensure that both plans are accurate and that the registered landscape architect can confirm in writing that the planting choices will be successful notwithstanding a potential 6-inch reduction in the planting area. Recommended revisions and conditions of approval have been added at the beginning of the document to ensure that there is adequate planting space and it is monitored over the next three years

2. *The provisions of the city comprehensive plan;*

Goal 5.3 Historic Resources

Policy 5.3.1

Encourage architectural design of new structures in local Historic Districts, and the central Downtown area to be compatible with the historic character of the surrounding area.

Policy 5.3.8

Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Finding: Complies as Conditioned A new live/work dwelling is proposed on vacant commercial land within the McLoughlin Conservation District. The Historic Review Board is tasked with finding the least impactful full ADA ramp option. If the Board finds that the new metal ADA design meets the design standards or finds that the new metal ADA design does not fully meet the standards for approval, but there is sufficient evidence in the record to find that the full-length metal ADA exterior ramp is necessary given the Applicant's therapeutic objectives and financial limitations, then Staff recommends approval of the application as the proposal demonstrates a concerted effort to protect historic resources and meets the needs of the Applicant under the Americans with Disabilities Act.

3. *The economic effect of the new proposed structure on the historic value of the District or historic site;*

Finding: Complies as proposed. Approving this development will add additional housing stock and commercial space in an area with currently low housing stock and increasing the housing options for people within Oregon City or looking to move to Oregon City.

4. *The effect of the proposed new structure on the historic value of the District or historic site;*

Finding: Complies as Conditioned The Historic Review Board is tasked with finding an ADA accessibility design that preserves the historic district character, to the extent feasible. If the

Board finds that the new metal ADA design meets the design standards or finds that the new metal ADA design does not fully meet the standards for approval, but there is sufficient evidence in the record to find that the full-length metal ADA exterior ramp is the least impactful exterior option, then Staff recommends approval of the application as the proposal demonstrates a concerted effort to protect historic resources and meets the needs of the Applicant under the Americans with Disabilities Act.

5. *The general compatibility of the exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used in the construction of the new building or structure;*

Finding: Complies as Conditioned The Secretary of Interior often recommends using contrasting materials with a lighter, simpler design to reduce impact on historic buildings, and in this case, the resource is the McLoughlin Conservation District.

A black powder-coated metal ramp with simple railings spaced at the minimum needed to meet building code allows for the least amount of visual impact. As stated above in the staff report, metal ADA ramp railings were used in the historic Ermatinger House. They were also approved in the initial HR 20-0001 approval on the uncovered garage balcony, where wood railings would have a very short lifespan. The use of metal railings to reduce massing or address uncovered areas should be differentiated from the use of railings within traditional house architecture, such as a porch or stair railings, which the design guidelines do not recommend.

6. *Economic, social, environmental and energy consequences;*

Finding: Complies as Proposed. The addition of housing stock and commercial space in an existing neighborhood provides more needed housing and is located in an already-developed area in close proximity to goods and services.

7. *Design guidelines adopted by the historic review board.*

Design Guidelines for New Construction – McLoughlin Commercial

1. STYLE

Determining the appropriate style for a new infill project is an important initial step in the design process. Each historic District has different styles that were prevalent during the historic period of significance. These styles are what create the historic context. New construction shall complement one of these styles to support the historic context. Use of other styles dilutes and distracts from the historic context of the District. While there may be several styles dominant within the District, the specific choice of a style shall be compatible with adjacent properties, the block, and the neighborhood. It also must be fitting for the particular function of the building and its size.

Outside of the Seventh Street Commercial Corridor, commercial uses shall employ a residential style architecture to better integrate into the neighborhood fabric. The larger residential styles, such as Queen Anne, Vernacular [single buildings or grouped], and Foursquare, are appropriate. They create a suitable transition to adjacent residential areas and can be built relatively close together to achieve appropriate density. These styles could be utilized for any uses: retail, office or multifamily residential. The carriage building on High Street is an existing residential style structure used for commercial purposes.

Finding: Complies as Conditioned The Historic Review Board is tasked with identifying a ADA accessibility solution that preserves the historic district character, to the extent feasible. The Secretary of Interior often recommends using contrasting materials with a lighter, simpler design to reduce the impact on historic buildings. In this case, the resource is the McLoughlin Conservation District.

A black powder-coated metal ramp with simple railings spaced at the minimum needed to meet building code allows for the least amount of visual impact. Additionally, the use of a contrasting material will help

further to reduce the massing of the ramp on the building; this differentiation addresses the Historic Review Board's concerns that the previous wood ramp was adversely impacting the foursquare design of the building as the ramp appeared to be an extension the building.

SITE

Siting principles involve both how the site is used and how the building(s) is placed within the site. The specific lot location and its topography can dictate many requirements.

Commercial buildings are to face the Street squarely with their primary face and display areas in full view, to engage the pedestrian, and to be set back only slightly, if at all from the front and side lot lines. Small courtyard area may be appropriate for multifamily and certain commercial uses. Vehicle access to be on the less visible sides or rear.

SITE CHARACTERISTICS OF MCLOUGHLIN COMMERCIAL BUILDINGS

- Rectangular footprint that largely fills the width of the lot.
- Oriented to Street for access, and display. No or small setback from the sidewalk along Street; may not extend all way to rear lot line.
- Small front or side setback is appropriate for residential uses.
- Central or individual ground floor customer-tenant entries. Grouped residential entry to lobby or foyer. Separate service entries.
- Vehicle access and storage at side or rear; may be hidden under the building.
- Landscape: small plantings if there are setbacks; otherwise street trees. Upper story gardens visible from the sidewalk were not used in the historic period, and are discouraged.

I: SITE *continued*

USE OF SITE	How the site is planned to be used.	
ASPECT	PRINCIPLE — GOOD EXAMPLE	NOT ALLOWED
Topography Use	Site houses according to neighboring or contextual practice. At sloping sites, houses were sited at most the easily built portions of the lot and close to grade. At upsloping sites the main level was raised. At downslope sites the main level was lowered. Cross-slope sites utilized the easiest access. Residential garages may extend to front property line at up or down sloping sites. Commercial buildings requiring a larger footprint utilized level lots in close proximity to the street. Buildings may be set back to better integrate with houses where adjacent, and to facilitate grade changes.	Extensive regrading of lot to raise or lower the main level of a house. Tall walls to alter the natural topography for building siting or yard leveling purposes. Commercial buildings without the main level close in height to the public way Foundations, piers or piling more than 1 story in height above natural grade

Finding: Complies with Conditions. The Guidelines direct development on cross slopes to utilize the easiest access and not allow foundations more than 1-story. The Guidelines also allow for a small side yard setback for commercial buildings in the Mcloughlin Conservation District. While Live/work is a bit of a hybrid of commercial and residential, Staff finds that this setback direction still applies and provides direction for smaller, more commercial-scale setbacks for uses that go beyond single-family residential. The setback for the MUC-1 District is 0 feet. The Applicant has proposed a setback that appears to be between 2-3 feet. Staff finds that either ramp option meets this standard.

2. BUILDING FORM

Address the overall size, shape and bulk of the building. The architectural style used for the building defines many aspects of its appropriate form and proportions. Excessive variation in the size, shape, or configuration creates an inappropriate solution that is stylistically incorrect and not complementary to the District. The building form needs to relate to the buildings in the immediate neighborhood, and to take into account both similarities and changes on the block. The new building form shall reference the principles, proportions and scale of an historically appropriate style. Existing commercial historic buildings are now less numerous in the districts. Acceptable styles will produce new infill form based on historic character qualities of the original buildings and those found in other similar districts. This new development will then successfully relate to adjacent residential neighborhoods. The appropriate style and form of the new buildings depends upon the site and neighboring, or transitioning context.

BUILDING FORM CHARACTERISTICS OF MCLOUGHLIN COMMERCIAL BUILDINGS

- Building form and foot print primarily rectangular, possible rectangular additions or wings; possible interior light court, courtyard or areaway.
- Massing: A simple rectangular primary form encompassing the primary and visible facades. a parapet or false front that provides the height boundary of the building and hides the view of the roof. Single story with retail or service use; Two or three story with single or mixed use. Basement option
- Ground floor typically has high ceilings; retail use with office or residential use above.
- Height: Main level close to grade. Single story buildings: minimum 16 foot high parapet. First to Second floor height to be at least 12 feet unless for multifamily use, then may be 10 feet. Upper floor to floor heights at least 10 feet. Maximum Height: Per City code
- Height for Commercial Buildings using a Residential Style: First to Second floor height to be at least 10 feet. Main Floor Level Height Above Grade: 2½ feet minimum. Eave Height: 28 feet maximum. Ridge Height maximum: 40 feet.
- Residential styles, including Queen Anne, or Foursquare, are encouraged on Seventh above John Q Adams and on Center and High, and where facing or adjoining residential zoning. Alternatively, the use(s) may be embodied in a grouping of smaller buildings.
- Full width one or two story porches at front (accessed by interior stair), or rear are appropriate for residential.
- Grade level or depressed parking if accessed from rear or rear end of side and generally concealed from sidewalk by building wall, provided commercial or residential use is located along primary Street.

Finding: Complies with Conditions. The addition of an ADA ramp as conditioned does not contradict any of the Guideline elements above.

3. DESIGN COMPOSITION

Include a range of more detailed design issues that address groups of elements, individual elements, their design and how they relate to the overall composition and finish. The principles place a traditional emphasis on the design's composition as seen from the exterior, rather than as a result of interior functional planning requirements. They also outwardly convey a sense of quality craftsmanship. The design composition principles, being more detailed, and stylistically dependent, are typically developed after the previous principles are resolved. These principles also reflect historically appropriate materials, respective finishes, and unobtrusive integration of new technology.

DESIGN COMPOSITION CHARACTERISTICS OF MCLOUGHLIN COMMERCIAL BUILDINGS

- Mostly single or double store design to 100 feet in width. Wider than 100 feet requires style change.
- False front: covering front gable roof or just an extended wall; may have a parapet on each side (possibly not rear) hiding a low sloped roof.
- Streetcar Commercial: wood or masonry construction and finish; generous ground floor retail display with individual or grouped upper level double hung windows in an otherwise solid wall.
- Large ground floor storefront windows with short bulkhead wall below and very often with transom windows above; wood frames or appropriate metal. Trim at window/transom frame edges.
- Often recessed store entries; side entries typically not recessed. Separate entries for individual stores.

- *Streetcar Multifamily: wood or masonry construction and finish. Less emphasis on retail display, but location of public and lobby areas adjoining the public way. Possible upper level window bays within the width and height of the primary or side façades. Possible entry projection.*
- *Upper Level Entry: typically a single shared entry with small lobby.*
- *Upper story wood framed windows designed as 'punched' openings in the otherwise solid wall, regularly spaced; individual, paired double hung design or triple units with fixed center and double hung side lights. Possible transom windows. Possible flat arch windows in masonry walls.*
- *Façade with modest, but defining cornice, possible belt cornice. Wood exteriors can support more detailing; masonry or plaster finished buildings with less detail and ornamentation; typically, no significant form projections or recesses except window bays or entries.*
- *Materials/Finish: cement plaster (stucco), brick, concrete with plaster over, horizontal board siding; fabric awnings, possible flat steel/wood building supported canopy.*

Finding: Complies as Conditioned The Historic Review Board is tasked with identifying an ADA accessibility design that preserves the historic district character, to the extent feasible. The Secretary of Interior often recommends using contrasting materials with a lighter, simpler design to reduce the impact on historic buildings. In this case, the resource is the McLoughlin Conservation District.

A black powder-coated metal ramp with simple railings spaced at the minimum needed to meet building code allows for the least amount of visual impact. Additionally, the use of a contrasting material will help further to reduce the massing of the ramp on the building; this differentiation addresses the Historic Review Board's concerns that the previous wood ramp was adversely impacting the foursquare design of the building as the ramp appeared to be an extension the building.

17.40.065 - Historic Preservation Incentives.

A. Purpose. Historic preservation incentives increase the potential for historically designated properties to be used, protected, renovated, and preserved. Incentives make preservation more attractive to owners of locally designated structures because they provide flexibility and economic opportunities.

B. Eligibility for Historic Preservation Incentives. All exterior alterations of designated structures and new construction in historic and conservation districts are eligible for historic preservation incentives if the exterior alteration or new construction has received a certificate of appropriateness from the Historic Review Board per OCMC 17.50.110(c).

C. Incentives Allowed. The dimensional standards of the underlying zone as well as for accessory buildings (OCMC 17.54.100) may be adjusted to allow for compatible development if the expansion or new construction is approved through historic design review.

D. Process. The Applicant must request the incentive at the time of application to the Historic Review Board.

Finding: Not applicable. No preservation incentives are proposed.

CONCLUSION AND RECOMMENDATION

If the Board finds that the new metal ADA design meets the design standards or finds that the new metal ADA design does not fully meet the standards for approval, but there is sufficient evidence in the record to find that the full-length metal ADA exterior ramp is the least impactful exterior option, then Staff recommends approval of GLUA 22-00031: HR 22-0011 1020 5th Steet as the proposal demonstrates a concerted effort to protect historic resources and meets the needs of the Applicant under the Americans with Disabilities Act.

EXHIBITS

1. Applicant Submittal (HR 22-0011)
 - a. November 15, 2022 Memo from Erin Ward, Heritage Consulting Group. ****NEW****
 - b. Applicant Submittal Metal Ramp ****NEW****
 - i. Side and rear elevations
 - ii. Renderings

- iii. Revised landscape plan
 - iv. Revised site plan
 - v. Metal spec
- c. Applicant Submittal Wood Ramp
- 2. Secretary of Interior Standards for Rehabilitation- Accessibility
- 3. September 27, 2022 MNA comments
- 4. September 27, 2022 Site photos
- 5. September 27, 2022 Public comment Jiline Modlin
- 6. September 27, 2022 HRB Meeting- How much does a stair lift cost (2022) Bob Villa

ONFILE

- 7. HR 20-001 (*Original Approval*)
 - a. Staff Report and Notice of Decision
 - b. Plans
- 8. HR 21-0020 (*Denial of Full ADA ramp and Approval of a smaller side entry ADA ramp*)
 - a. Staff Report and Notice of Decision
 - b. Plans
- 9. AP 21-0006 *City Commission (Denial of Full ADA ramp and Approval of a smaller side entry ADA ramp)*
 - a. Staff Report and Notice of Decision
 - b. Plans
- 10. Historic Review Board and City Commission Meetings –
All Public Hearing for Planning Files GLUA 21-00052 / HR-21-00020 Modification of HR 20-00001, and AP 21-0006

The following meeting agendas, videos, staff report and exhibits for this project are available for viewing at <https://www.orcity.org/meetings> and are part of the record.

Date	City Website
September 28, 2021 Historic Review Board Meeting	https://www.orcity.org/bc-hrb/historic-review-board-13
October 26, 2021 Historic Review Board Meeting	https://www.orcity.org/bc-hrb/historic-review-board-15
November 30, 2021 Historic Review Board Meeting	https://www.orcity.org/bc-hrb/historic-review-board-16
February 2, 2022 City Commission Meeting	https://www.orcity.org/citycommission/city-commission-regular-meeting-revised-18
February 16, 2022 City Commission Meeting	https://www.orcity.org/citycommission/city-commission-regular-meeting-15



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Historic Review Board

Agenda Date: 11/22/2022

From: Christina Robertson-Gardiner, Senior Planner

SUBJECT: GLUA 22-00031: HR-22-00010 resubmission for a full ADA ramp modification of HR 20-00001 -1020 5th Street

STAFF RECOMMENDATION: Staff believes that with the submittal of revised drawings and concurrence from the landscape architect, it is likely that the revised design, including metal railing and landscaping, will be compatible with the character of the McLoughlin Conservation District as conditioned or if it is not compatible, the Applicant has offered sufficient evidence in the record to find that no other option is consistent with the therapeutic purpose required or would be financially viable. Staff recommends that this matter be continued to a date certain meeting in December to allow the Applicant to submit a modified site plan, elevation, renderings, and landscape architect-designed plans detailing the recommendations identified in this report. Once shown, Staff recommends approval of the application as the proposal demonstrates an appropriate balance between historic resource protection obligations and the needs of the Applicant under the Americans with Disabilities Act.

BACKGROUND: The site has numerous files associated with its construction. The Applicant has submitted a new full-length powder-coated black metal ADA ramp option which replaces the previously submitted full-length wood ADA ramp design as part of their alternatives analysis.

In response to the HRB request for additional information at the October 25, 2025 Hearing, the Applicant submitted the following information:

1. Alternative analysis memo, Erin Ward, Heritage Consulting Group
2. Elevation and renderings (revised)
3. Site Plan (revised)
4. Landscape Plan (revised)

The Historic Review Board is tasked to answer the following questions as part of the analysis for the revised metal railing ADA ramp design:

1. Does the revised metal railing ADA design satisfy the standards, particularly the obligation to ensure that new construction does not introduce a new building style that “dilutes and distracts from the historic context of the district?”
Guidelines p 7.
2. If not, short of eliminating the rear exterior ramp, are there other design changes or improvements that would further mitigate those impacts?
 - a. The HRB’s previous denial was based on a finding that the overall length of the building when viewed from the side, without mitigation, failed to reinforce the context of the conservation district with respect to the Foursquare style. Are there additional design/landscaping changes that might further restore the Foursquare style?
3. If the Design Guidelines cannot be satisfied, has the Applicant provided sufficient evidence in the record to reject the other design alternatives as either inconsistent with the Applicant’s identified therapeutic objectives or financially infeasible?

With respect to financial feasibility, it is important to keep in mind that the construction of this building is very nearly complete. Whether or not this Applicant could have made different design decisions to provide an interior to the accessibility as part of the original building design cannot be considered to any greater degree than the HRB would require the same from a retrofit request to make an existing home accessible. In other words, questions of timing for pursuing this request should not be used to penalize this Applicant with respect to its current accessibility needs. If the Board finds that the new metal ADA design meets the standards, then the answer to question #3 does not need to be answered.

OPTIONS:

Staff recommends that this matter be continued to a date certain meeting in December to allow the Applicant to submit a modified site plan, elevation, renderings, and landscape architect-designed plans detailing the recommendations identified in this report.

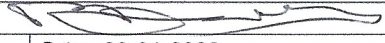


LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A) ☐ Compatibility Review ☐ WRG ☐ Comm. Fac ☐ Lot Line Adjustment ☐ Non-Conforming Use Review ☐ Natural Resource (NROD) ☐ Verification ☐ Minor Site Plan & Design Review ☐ Extension of Approval ☐ Historic Review – Remodel ☐ Detailed Dev. Plan (DDP)	Type II (OCMC 17.50.030.B) ☐ Master Plan / PUD / GDP or Amendment ☐ Detailed Development Plan (DDP) ☐ Floodplain Review ☐ Geologic Hazard Overlay ☐ Minor Partition (<4 lots) ☐ Minor Site Plan & Design Review ☐ Non-Conforming Use Review ☐ Site Plan and Design Review / DDP ☐ Subdivision (4+ lots) ☐ Minor Variance ☐ Natural Resource (NROD) Review ☐ Public Improvement Modification ☐ Willamette Greenway ELD Process (OCMC 17.50.030.E) ☐ Expedited Land Division	Type III / IV (OCMC 17.50.030.C & D.) ☐ Annexation ☐ Code Interpretation / Similar Use ☐ Master Plan / PUD / GDP Amendment ☐ Conditional Use ☐ Comprehensive Plan / Legislative Amendment (Code /Map) ☐ Detailed Development Plan DDP ☒ Historic Review ☐ Municipal Code Amendment ☐ Parking Adjustment ☐ Variance ☐ Sign Variance ☐ Natural Resource (NROD) Review ☐ Zone Change (Text/Map) ☐ Willamette Greenway Legislative Action (OCMC 17.50.170) ☐ Legislative
---	---	---

File Number(s):	Application Date: 09-01-2022
Project Name: YIP RESIDENCE	
Proposed Land Use or Activity: ADA RAMP	# of Lots Proposed (If Applicable):
Physical Address(es) of Site: 1020 5th Street Oregon City OR 97045	
Clackamas County Map and Tax Lot Number(s): 2-2E-31DA 10900	

Applicant(s)

Applicant(s) Signature: Bogdan Smolinets 		
Applicant(s) Name Printed: NW CUSTOM HOMES INC.		Date: 09-01-2022
Mailing Address: 15730 SE Bybee dr. Portland OR 97236		
Phone: 503-504-6754	Fax: 971-279-5606	Email: nwcustomhomes@yahoo.com

Property Owner(s) – See reverse for more than two Owners

Property Owner #1		
Property Owner#1 Signature 		
Property Owner#1 Name Printed: Teresa Yip		Date: 09-01-2022
Mailing Address: 5835 Hamilton St. Portland OR 97221		
Ownership Address:		
Phone: 971-258-8148	Fax:	Email: yipt@aol.com

Property Owner #2		
Property Owner#2 Signature		
Property Owner#2 Name Printed:		Date:
Mailing Address:		
Ownership Address:		
Phone:	Fax:	Email:

Representative(s)

Representative(s) Signature Bogdan Smolinets 		
Representative(s) Name Printed: Bogdan Smolinets		Date: 09-01-2022
Mailing Address: 15730 SE Bybee dr. Portland OR 97236		
Phone: 503-504-6754	Fax: 971-279-5606	Email: nwcustomhomesw@yahoo.com

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

From: [john delson](#)
To: [Bogdan Smolinets](#)
Cc: [Christina Robertson-Gardiner](#)
Subject: ADA RAMP NARRATIVES
Date: Friday, September 2, 2022 3:48:18 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Christina,

For the upcoming meeting with HRB meeting,

We have proposed a smaller, reduced to the minimum ADA ramp, to access the main floor of the residential floor of the house.

The rear deck has been reduced from 13.5 feet x 19 feet to 5 feet x 8'-10".

We have reduced the number of turns to reach the residential floor.

The proposed solution meets the current building code, and the Federal Standards, and ADA Regulations.

The owner have elected traditional ramp solution as oppose to any electrical lift, or elevator to reduce, or eliminate highly possible power shortages, mechanical failures or maintenance issues.

Also, because of the project is near the completion, and the floor layouts does not allow for any significant alterations. The cost of proper elevator (above 100k) is also cost prohibitive solution.

Per our last meeting and discussion with James Sayers -Oregon City Building Official the "approved ADA access to the residence" by HRB, does not meet the ADA standards. We believe that the note from the building Official has been filed by James Sayers.

We have also proposed two planters, one on the right elevation, and the other on the rear elevation to visually reduce, and to screen the ramp.

Regarding front porch columns: we intended to have 12 inch round column per original plans.

Perhaps the artist rendering was not clear about it, however our technical drawings do not specify square columns.

Thank you for your consideration,

Please confirm receipt of this email.

Should you have any questions, please call us or e-mail.

Thank you,

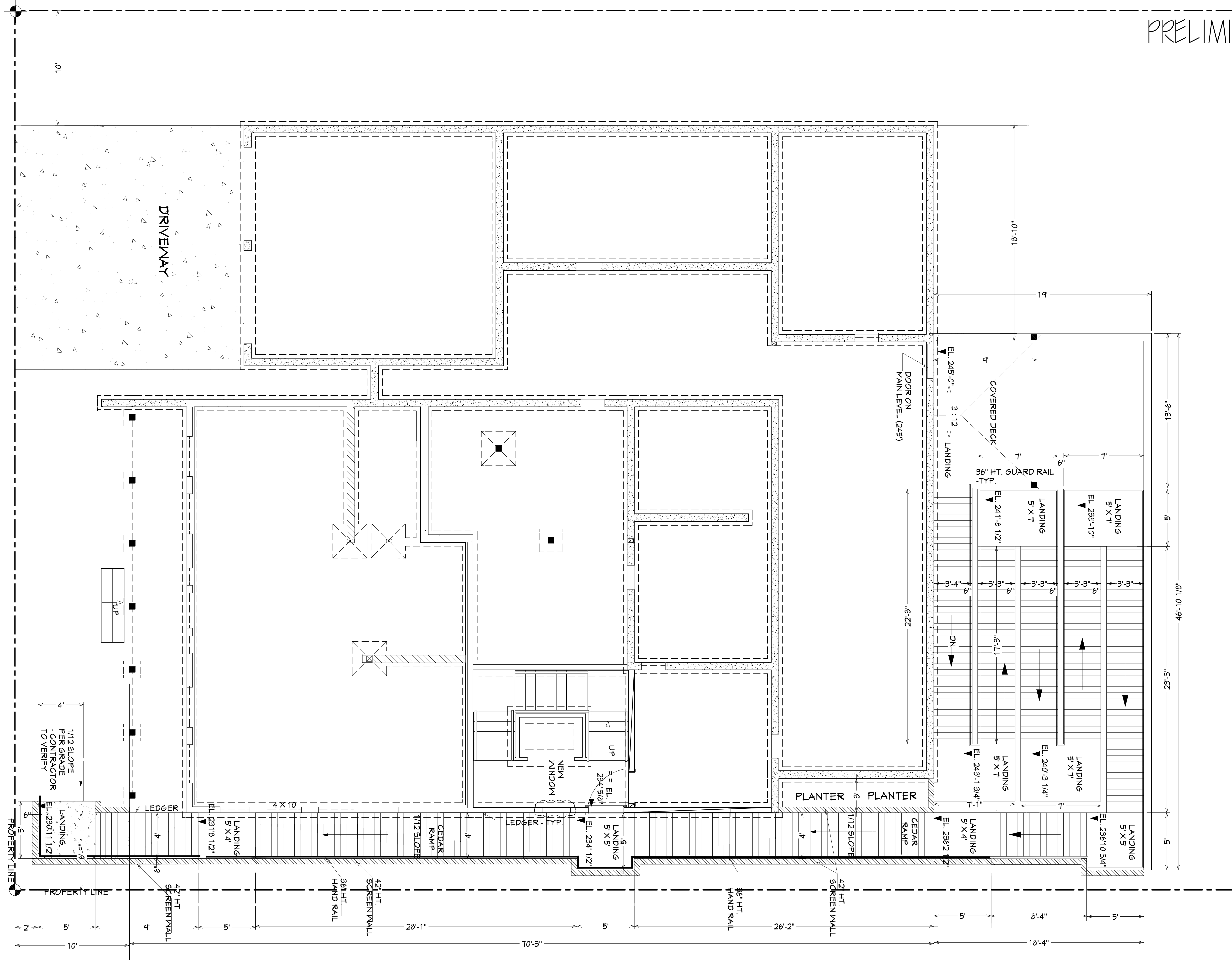
Respectfully,

John Delson P.E. DEI-President
p. 360-944-7094
c. 360-281-8353

cc: Bogdan Smolinets-General Contractor

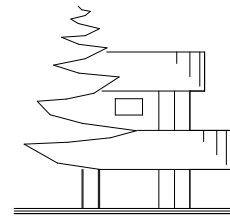


Item #2.



PRELIMINARY

CONTRACTOR TO VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS AND NOTIFY ENGINEER OF RECORD IF DIFFERENT PRIOR TO START OF CONSTRUCTION ALL WORK PER LATEST ADOPTED APPLICABLE CODES -TYP.

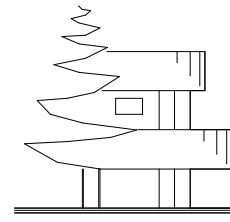


YIP RESIDENCE
5 TH ST JO-ADAMS ST
OREGON CITY, OR 97045

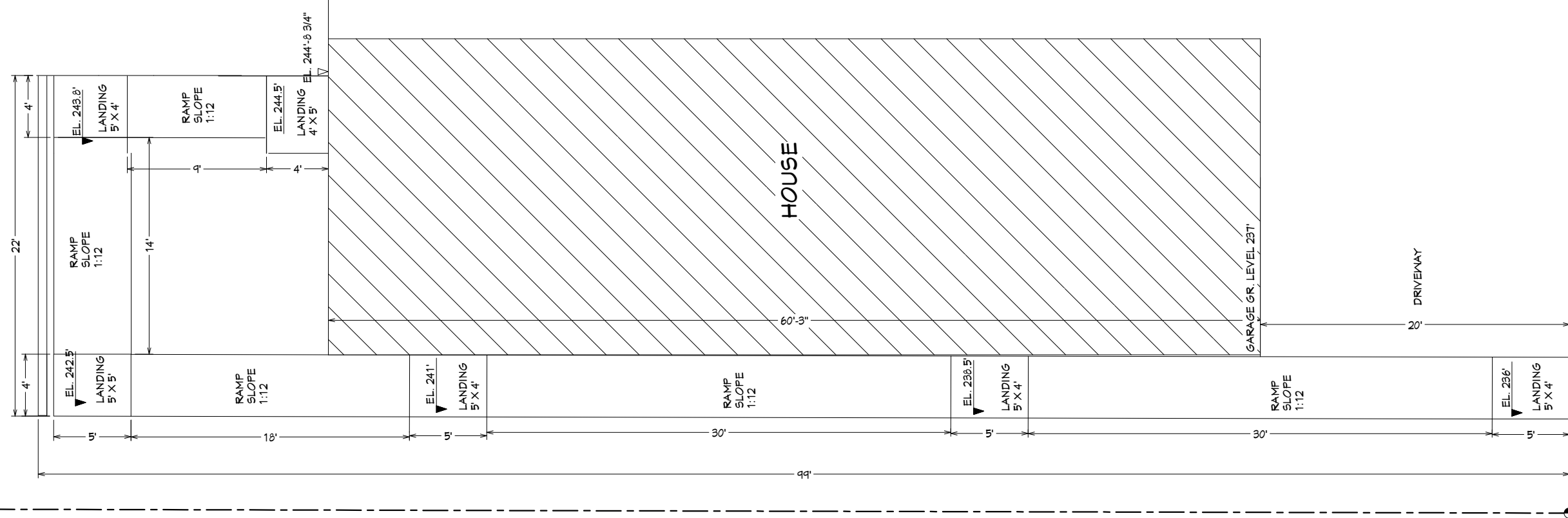
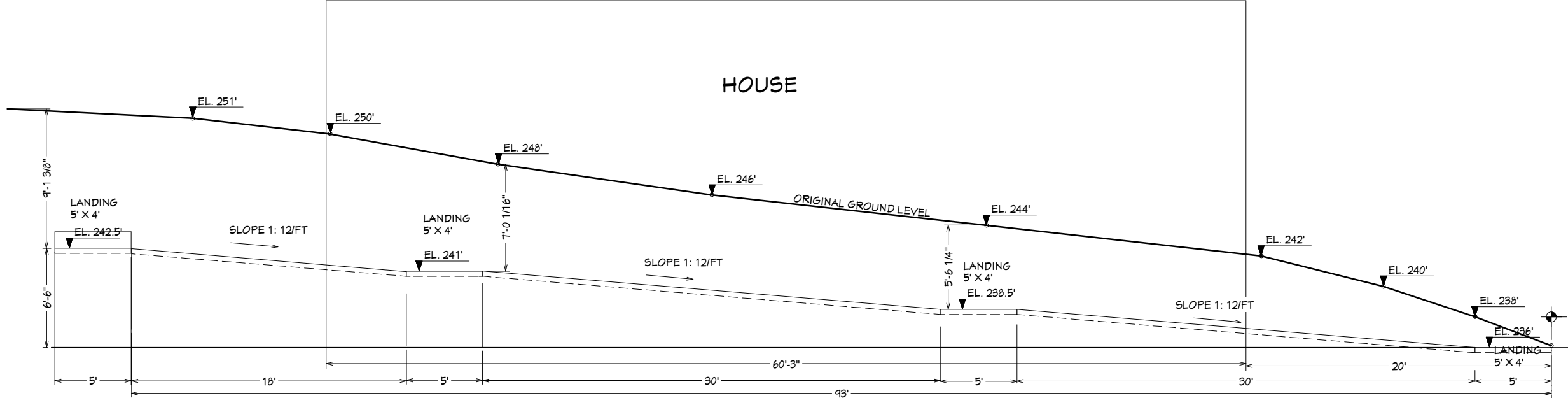
DATE: 8-26-21
LIVING AREA:
JOB NO: A14-1-52
DRAWN BY: JAB

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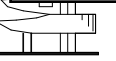
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VANCOUVER, WA 98684
(360) 944-7094



PRELIMINARY



PROPOSED RAMP SKETCH ON LEFT SITE

$$1/8'' = 1'-0''$$


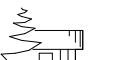
A-5

YIP - RESIDENCE
5 TH ST JQ-ADAMS ST
OREGON CITY, OR 97045

DATE: **4-11-20**
LIVING AREA:
JOB NO: **A19-7-52**
DRAWN
BY: *4/13/19*

[illegible]

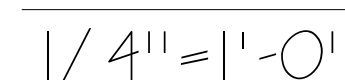
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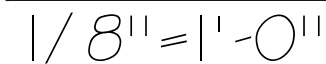


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AND CONDITIONS AND NOTIFY ENGINEER OF RECORD
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ALL WORK PER LATEST ADOPTED
APPLICABLE CODES -TYP.



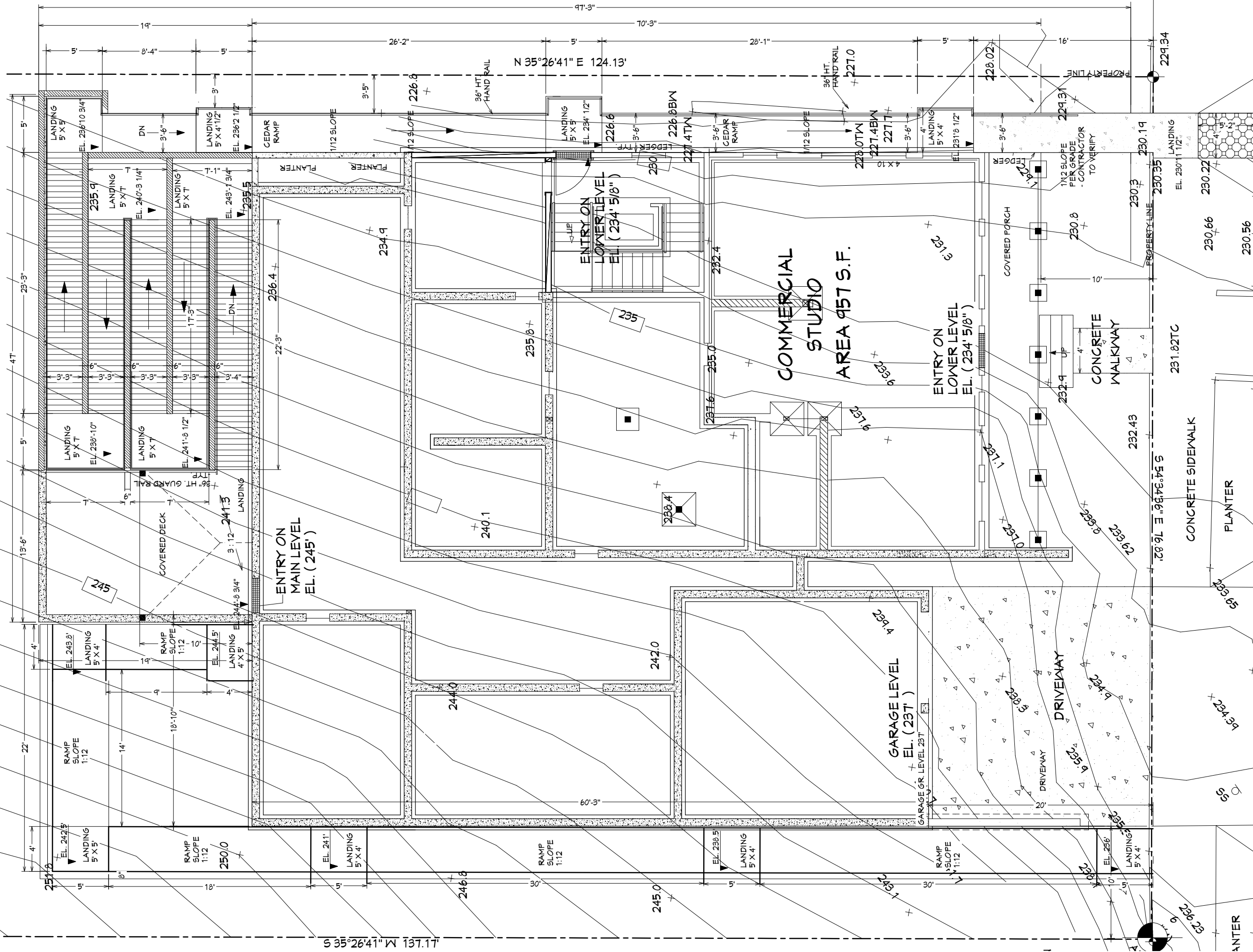


PRELIMINARY

PROPOSED RAMP ON RIGHT AND
LEFT SIDE OF THE BUILDING

PRELIMINARY

-0"11

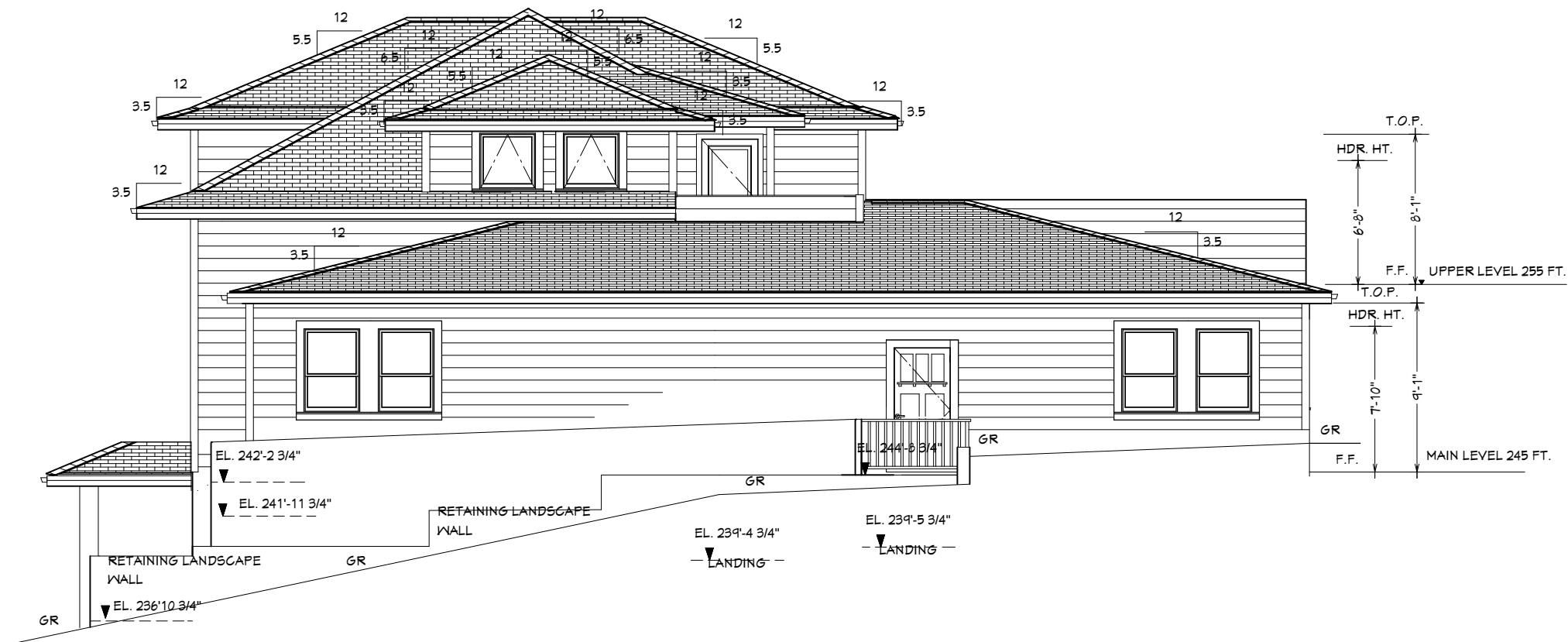


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YIP- RESIDENCE
5 TH ST JQ-ADAMS ST
OREGON CITY, OR 97045

DATE: 4-11-20
JOB NO: A19-7-52
DRAWN BY: JAC



REAR ELEVATION WITH PROPOSED RAMP
VERSION # 2

1/8" = 1'-0"

PRELIMINARY

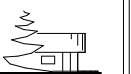
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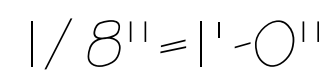
YIP RESIDENCE
5TH ST JQ ADAMS ST
OREGON CITY OR 97045

DATE: 9-2-22
LIVING AREA:
JOB NO: A19-7-52
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PROJECT TITLE:
YIP RESIDENCE
5TH ST JQ ADAMS ST
OREGON CITY, OR 97045

DRAWING TITLE:
EXTERIOR ELEVATIONS

DATE
NOVEMBER 16, 2022

SHEET NO:
G1.0

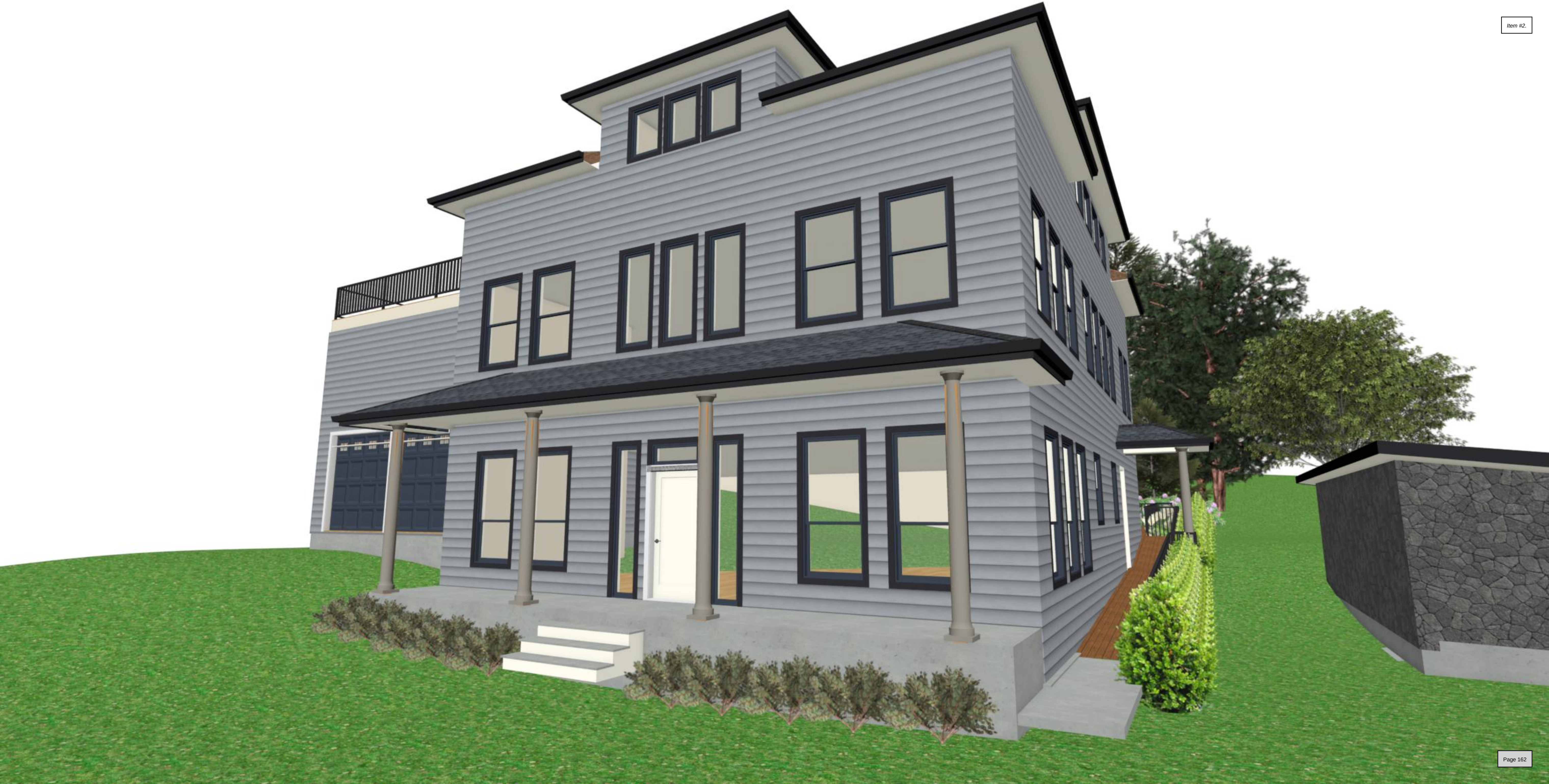


RIGHT ELEVATION W/ PROPOSED RAMP
SCALE: 1/4"=1'-0"



REAR ELEVATION W/ PROPOSED RAMP
SCALE: 1/4"=1'-0"





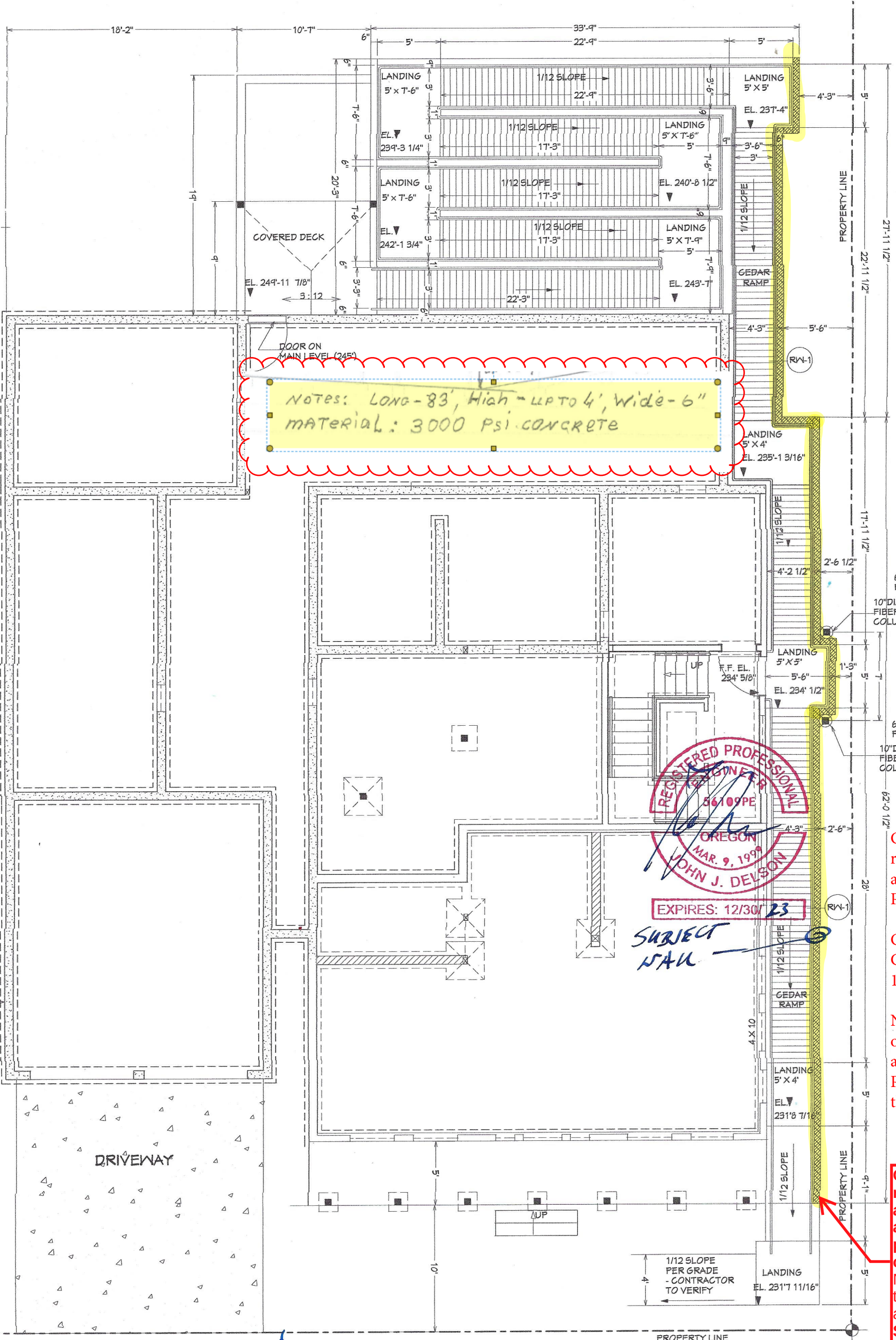


Item #2.



Page 164

Retaining Wall
ONLY



Concrete
retaining wall
approved by
Planning

C.Robertson-
Gardiner
10.25.22

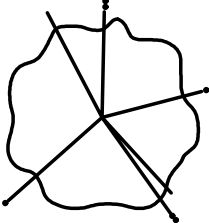
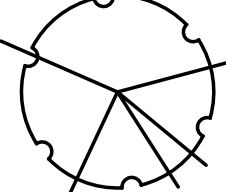
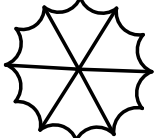
No other portion
of this plan is
approved by
Planning with
this permit.

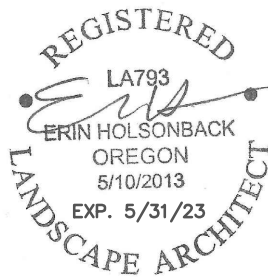
ONLY concrete
retaining wall
approved by DS
and wall shall be
per Planning
conditions.
No other portion of
this plan is
approved.
Sang Pau
11/12/2022

SITE PLAN W/ ADA RAMP
1/8"=1'-0"

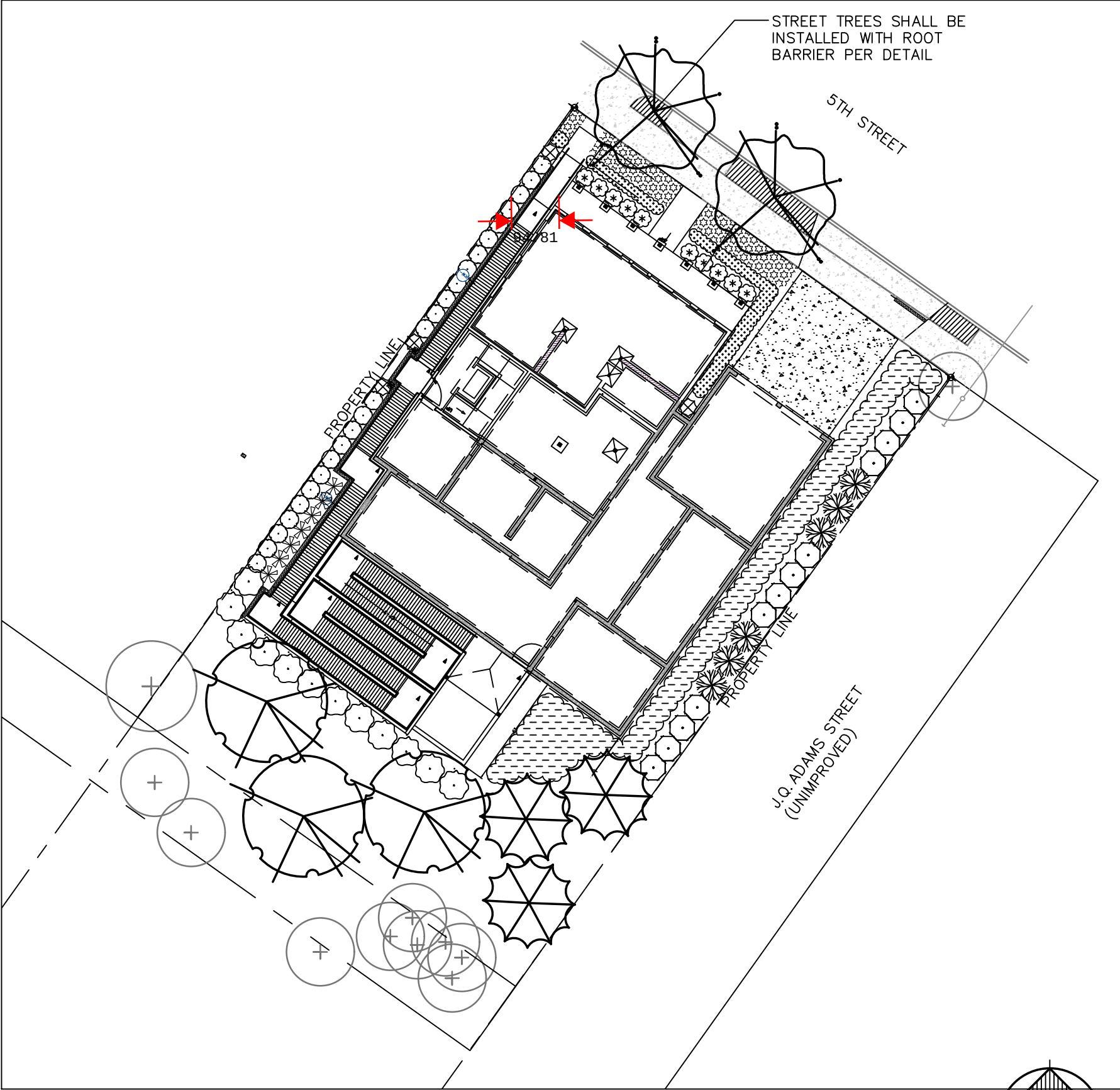
PLANT LIST:

SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
--------	------	-------------------------	------	---------

STREET TREES				
	2	SYRINGA RETICULATA Japanese Tree Lilac	2" cal.	As Shown
MITIGATION TREES				
	3	CORNUS NUTALLII Pacific Dogwood	2" cal.	As Shown
	3	TSUGA HETEROPHYLLA Western Hemlock	6' ht.	As Shown
SHRUBS				
	32	NANDINA DOMESTICA 'HARBOR BELLE' Harbor Belle Nandina	2 gal.	2' o.c.
	10	PIERIS JAPONICA 'LITTLE HEATH' Little Heath Pieris	5 gal.	3' o.c.
	4	TAXUS MEDIA 'STONEHENDGE' Stonehendge Yew	5 gal.	3' o.c.
	6	CORNUS ALBA 'BAILHALO' Ivory Halo Dogwood	2 gal.	5' o.c.
	7	HYDRANGEA PANICULATA 'LITTLE LIME' Little Lime Hydrangea	2 gal.	3' o.c.
	12	VACCINIUM OVATUM Evergreen Huckleberry	5 gal.	4' o.c.
	24	BUXUS SEMPERVIRENS 'GREEN MOUNTAIN' Green Mountain Boxwood	2 gal.	3' o.c.
	12	CAMELLIA JAPONICA 'NUCCIO'S GEM' Nuccio's Gem Camellia	5 gal.	6' o.c.
	35	MAHONIA REPENS Creeping Mahonia	1 gal.	3' o.c.
GROUNDCOVER				
	14	ARCTOSTAPHYLOS U.U. 'WOOD'S DWARF' Wood's Dwarf Kinnikinnick	1 gal.	3' o.c.
	63	EPIMEDIUM PERRALCHICUM 'FROHNLEITEN' Frohnleiten Bishop's Hat	1 gal.	2' o.c.
	44	LIRIOPE MUSCARI 'BIG BLUE' Big Blue Lily Turf	1 gal.	2' o.c.



OTTEN + ASSOCIATES
LANDSCAPE ARCHITECTURE
3933 South Kelly Avenue, Suite B
Portland, OR, 97239
(503) 972-0311
www.ottenla.com



LANDSCAPE PLAN (11/15/2022)

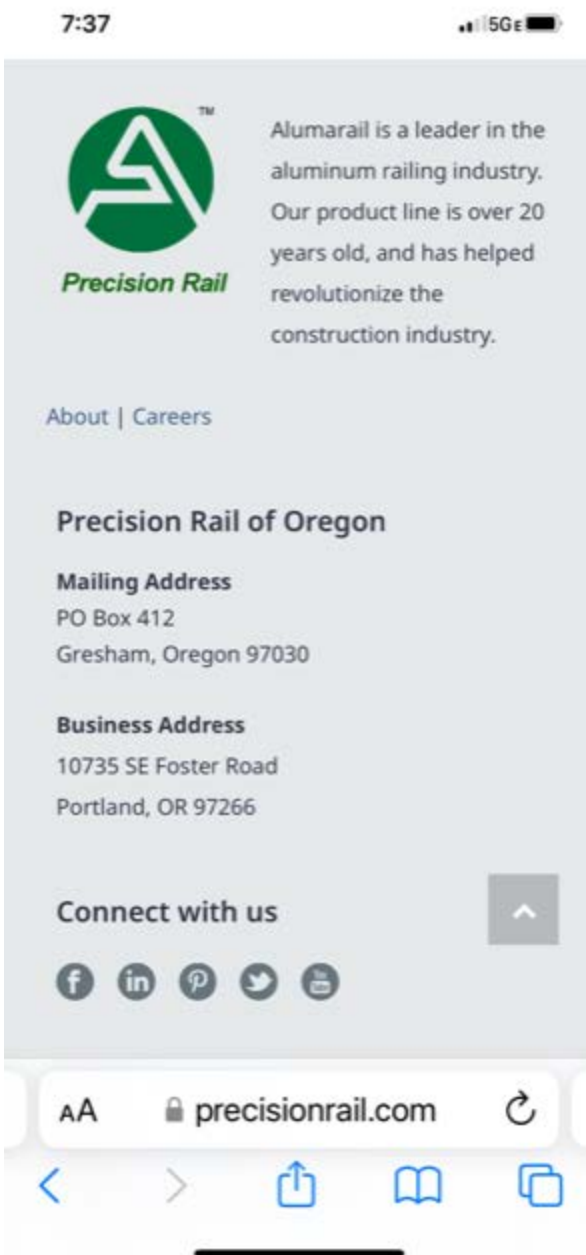
SCALE 1" = 20'-0"

5th STREET + J.Q. ADAMS STREET

From: [Bogdan S](#)
To: [Christina Robertson-Gardiner](#)
Cc: [Bogdan Smolinets](#)
Subject: Black aluminum railing
Date: Tuesday, October 25, 2022 9:23:44 AM
Attachments: [IMG_5164.PNG](#)
[IMG_5163.PNG](#)
[IMG_5162.PNG](#)

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Black color Alumarail by Precision Rail



7:34

5G

Alumarail Benefits & Advantages

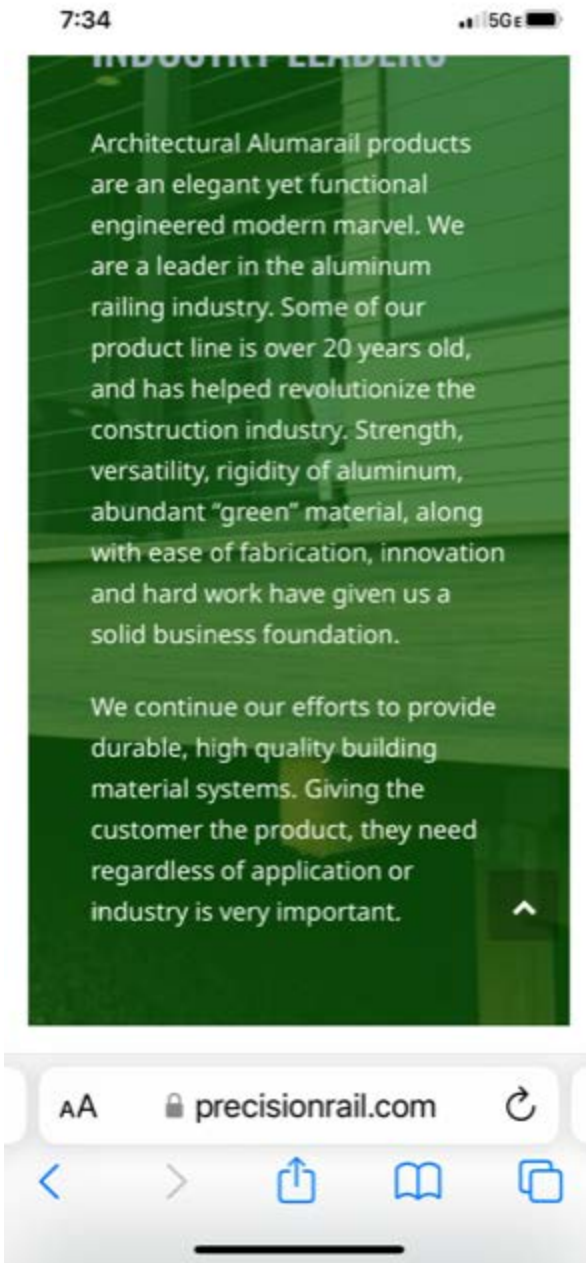
ENGINEERED TO BE
VERSATILE, SIMPLE,
YET ELEGANT

Alumarail products are designed to be easily installed by the do-it-yourself customer or by professional carpenters at competitive prices. Aluminum is a superior alternative for steel in most railing and fencing applications.

Alumarail products are engineered to meet your city, county, and state permitting requirements.

Alumarail works well for any deck, balcony, terrace, windbreaks, stairs, sunshade, or fencing needs.

 precisionrail.com



Sent from my iPhone

From: [Bogdan Smolinets](#)
To: [Christina Robertson-Gardiner](#); [Bogdan Smolinets](#)
Subject: ADA Ramp rail sample
Date: Tuesday, October 25, 2022 9:28:12 AM
Attachments: [IMG_5160.PNG](#)

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The same product like over garage railing in black color.



Sent from my iPad

32 PRESERVATION BRIEFS

Making Historic Properties Accessible

Thomas C. Jester and Sharon C. Park, AIA



U.S. Department of the Interior
National Park Service
Cultural Resources
Heritage Preservation Services

Historically, most buildings and landscapes were not designed to be readily accessible for people with disabilities. In recent years, however, emphasis has been placed on preserving historically significant properties, and on making these properties—and the activities within them—more accessible to people with disabilities. With the passage of the Americans with Disabilities Act in 1990, access to properties open to the public is now a civil right.

This Preservation Brief introduces the complex issue of providing accessibility at historic properties, and underscores the need to balance accessibility and historic preservation. It provides guidance on making historic properties accessible while preserving their historic character; the Brief also provides examples to show that independent physical accessibility at historic properties can be achieved with careful planning, consultation, and sensitive design. While the Brief focuses primarily on making buildings and their sites accessible, it also includes a section on historic landscapes. The Brief will assist historic property owners, design professionals, and administrators in evaluating their historic properties so that the highest level of accessibility can be provided while minimizing changes to historic materials and features. Because many projects encompassing accessibility work are complex, it is advisable to consult with experts in the fields of historic preservation and accessibility before proceeding with permanent physical changes to historic properties.

Modifications to historic properties to increase accessibility may be as simple as a small, inexpensive ramp to overcome one entrance step, or may involve changes to exterior and interior features. The Brief does not provide a detailed explanation of local or State accessibility laws as they vary from jurisdiction to jurisdiction. A concise explanation of several federal accessibility laws is included on page 13.

Planning Accessibility Modifications

Historic properties are distinguished by features, materials, spaces, and spatial relationships that contribute to their historic character. Often these elements, such as steep terrain, monumental steps, narrow or heavy doors, decorative ornamental hardware, and narrow pathways and corridors, pose barriers to persons with disabilities, particularly to wheelchair users (See Figure 1).

A three-step approach is recommended to identify and implement accessibility modifications that will protect the integrity and historic character of historic properties:

- 1) Review the historical significance of the property and identify character-defining features;
- 2) Assess the property's existing and required level of accessibility; and
- 3) Evaluate accessibility options within a preservation context.

1) Review the Historical Significance of the Property

If the property has been designated as historic (properties that are listed in, or eligible for listing in the National Register of Historic Places, or designated under State or local law), the property's nomination file should be reviewed to learn about its significance. Local preservation commissions and State Historic Preservation Offices can usually provide

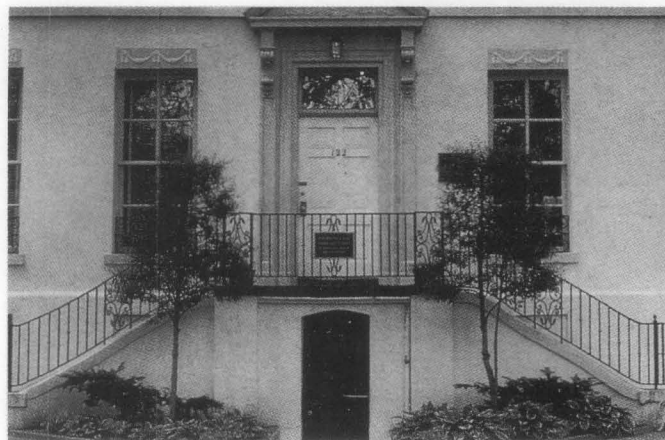
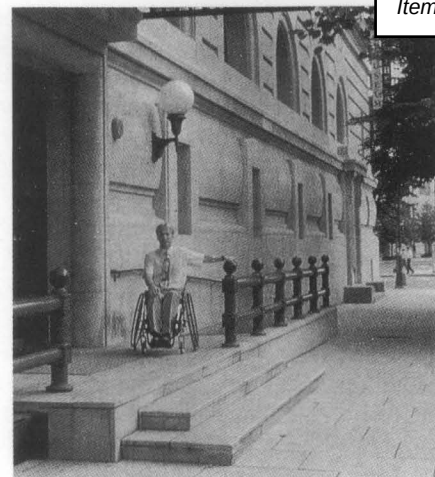


Figure 1. It is important to identify the materials, features, and spaces that should be preserved when planning accessibility modifications. These may include stairs, railings, doors, and door surrounds. Photo: National Park Service files.

copies of the nomination file and are also resources for additional information and assistance. Review of the written documentation should always be supplemented with a physical investigation to identify which character-defining features and spaces must be protected whenever any changes are anticipated. If the level of documentation for a property's significance is limited, it may be necessary to have a preservation professional identify specific historic features, materials, and spaces that should be protected.

For most historic properties, the construction materials, the form and style of the property, the principal elevations, the major architectural or landscape features, and the principal public spaces constitute some of the elements that should be preserved. Every effort should be made to minimize damage to the materials and features that convey a property's historical significance when making modifications for accessibility. Very small or highly significant properties that have never been altered may be extremely difficult to modify.

Secondary spaces and finishes and features that may be less important to the historic character should also be identified; these may generally be altered without jeopardizing the historical significance of a property. Non-significant spaces, secondary pathways, later additions, previously altered areas, utilitarian spaces, and service areas can usually be modified without threatening or destroying a property's historical significance.

2) Assess the Property's Existing and Required Level of Accessibility

A building survey or assessment will provide a thorough evaluation of a property's accessibility. Most surveys identify accessibility barriers in the following areas: building and site entrances; surface textures, widths and slopes of walkways; parking; grade changes; size, weight and configuration of doorways; interior corridors and path of travel restrictions; elevators; and public toilets and amenities (See Figure 2). Simple audits can be completed by property owners using readily available checklists (See Further Reading). Accessibility specialists can be hired to assess barriers in more complex properties, especially those with multiple buildings, steep terrain, or interpretive programs. Persons with disabilities can be particularly helpful in assessing specific barriers.

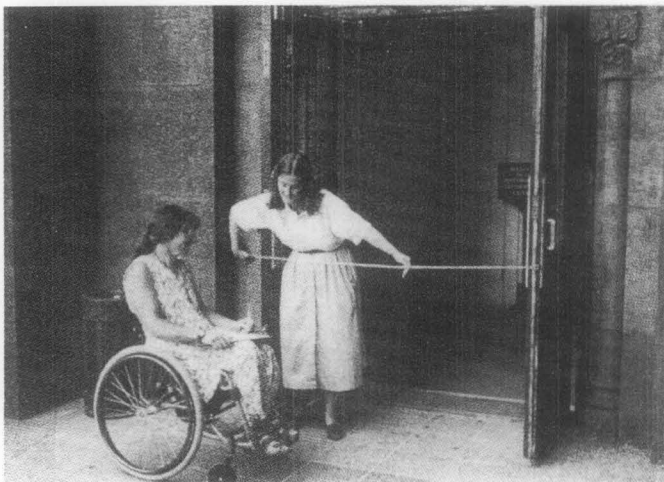


Figure 2. Surveys of historic properties can identify accessibility barriers. Persons with disabilities and accessibility consultants should participate whenever possible. Photo: Thomas Jester.

All applicable accessibility requirements—local codes and federal laws—should be reviewed carefully before undertaking any accessibility modification. Since many States and localities have their own accessibility regulations and codes (each with their own requirements for dimensions and technical requirements), owners should use the most stringent accessibility requirements when implementing modifications. The Americans with Disability Act Accessibility Guidelines (ADAAG) is the document that should be consulted when complying with the Americans with Disabilities Act (ADA) requirements.

3) Identify and Evaluate Accessibility Options within a Preservation Context

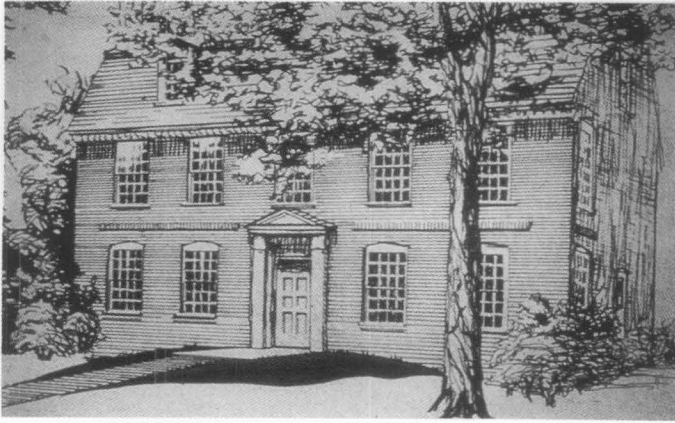
Once a property's significant materials and features have been identified, and existing and required levels of accessibility have been established, solutions can be developed (See Figure 3). Solutions should provide the greatest amount of accessibility without threatening or destroying those materials and features that make a property significant. Modifications may usually be phased over time as funds are available, and interim solutions can be considered until more permanent solutions are implemented. A team comprised of persons with disabilities, accessibility and historic preservation professionals, and building inspectors should be consulted as accessibility solutions are developed.

Modifications to improve accessibility should generally be based on the following priorities:

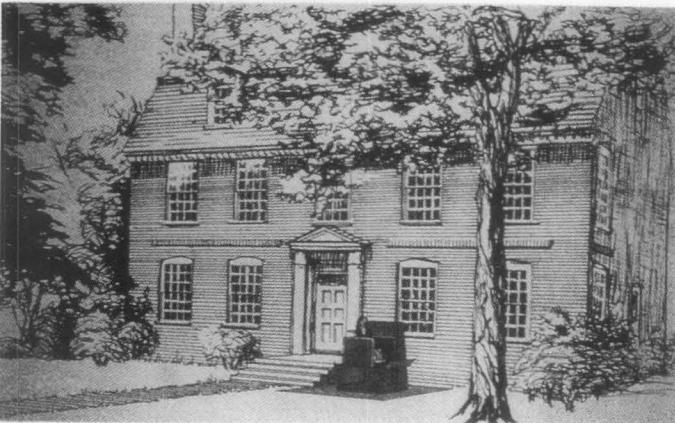
- 1) Making the main or a prominent public entrance and primary public spaces accessible, including a path to the entrance;
- 2) Providing access to goods, services, and programs;
- 3) Providing accessible restroom facilities; and,
- 4) Creating access to amenities and secondary spaces.

All proposed changes should be evaluated for conformance with the Secretary of the Interior's "Standards for the Treatment of Historic Properties," which were created for property owners to guide preservation work. These Standards stress the importance of retaining and protecting the materials and features that convey a property's historical significance. Thus, when new features are incorporated for accessibility, historic materials and features should be retained whenever possible. Accessibility modifications should be in scale with the historic property, visually compatible, and, whenever possible, reversible. Reversible means that if the new feature were removed at a later date, the essential form and integrity of the property would be unimpaired. The design of new features should also be differentiated from the design of the historic property so that the evolution of the property is evident. See *Making Historic Buildings Accessible* on page 9.

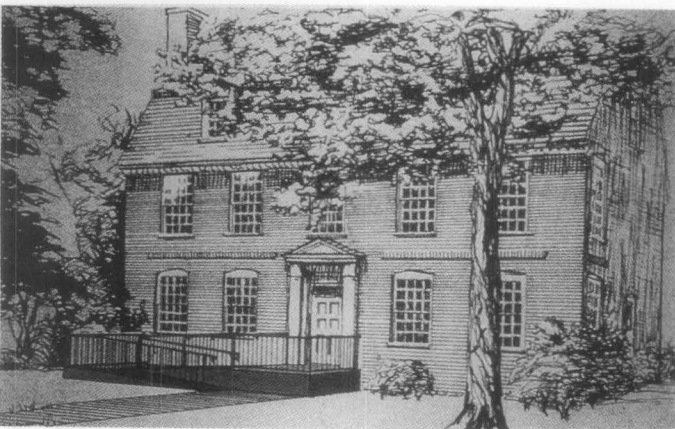
In general, when historic properties are altered, they should be made as accessible as possible. However, if an owner or a project team believes that certain modifications would threaten or destroy the significance of the property, the State Historic Preservation Officer should be consulted to determine whether or not any special accessibility provisions may be used. Special accessibility provisions for historic properties will vary depending on the applicable accessibility requirements.



A.



B.



C.

Figure 3. Before implementing accessibility modifications, owners should consider the potential effect on their historic property. At the Derby House in Salem, Massachusetts, several solutions to make the entrance accessible were considered, including regrading (a); a lift (b); and a ramp (c). The solution, an entrance on a secondary elevation, preserves the building's architectural significance and is convenient to designated parking. Drawings: National Park Service Files..

In some cases, programmatic access may be the only option for extremely small or unaltered historic properties, such as a two-story house museum with no internal elevator. Programmatic access for historic properties refers to alternative methods of providing services, information, and experiences when physical access cannot be provided. It

may mean offering an audio-visual program showing an inaccessible upper floor of a historic house museum, providing interpretive panels from a vista at an inaccessible terraced garden, or creating a tactile model of a historic monument for people with visual impairments.

Accessibility Solutions

The goal in selecting appropriate solutions for specific historic properties is to provide a high level of accessibility without compromising significant features or the overall character of the property. The following sections describe accessibility solutions and offer guidance on specific historic property components, namely the building site, entrances, interiors, landscapes, amenities, and new additions. Several solutions are discussed in each section, referencing dimensions and technical requirements from the ADA's accessibility guidelines, ADAAG. State and local requirements, however, may differ from the ADA requirements. Before making any modification owners should be aware of all applicable accessibility requirements.

The Building Site

An accessible route from a parking lot, sidewalk, and public street to the entrance of a historic building or facility is essential. An accessible route, to the maximum extent possible, should be the circulation route used by the general public. Critical elements of accessible routes are their widths, slopes, cross slopes, and surface texture. Each of these route elements must be appropriately designed so that the route can be used by everyone, including people with disabilities. The distance between the arrival and destination points should also be as short as possible. Sites containing designed landscapes should be carefully evaluated before making accessibility modifications. Historic landscapes are described in greater detail on pages 10 and 11.

Providing Convenient Parking. If parking is provided, it should be as convenient as possible for people with disabilities. Specially designated parking can often be created to improve accessibility (See Figure 4). Modifications to parking configurations and pathways should not alter significant landscape features.

Creating an Accessible Route. The route or path through a site to a historic building's entrance should be wide enough, generally at least 3 feet (91 cm), to accommodate visitors

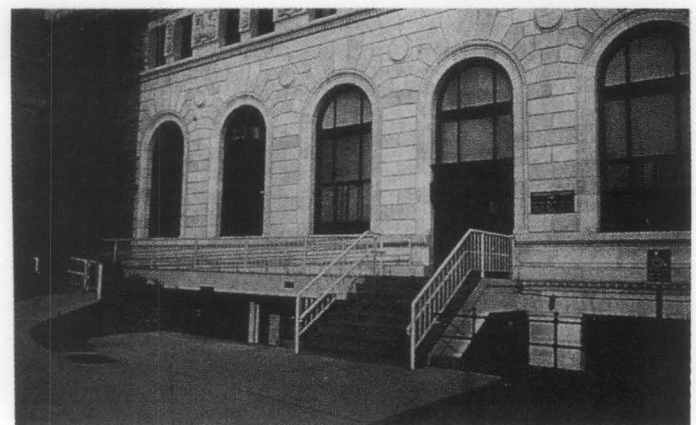


Figure 4. Parking designated for people with disabilities is provided near an accessible entrance to the Springfield Library in Springfield, Massachusetts. Photo: William Smith.

with disabilities and must be appropriately graded with a stable, firm, and slip-resistant surface. Existing paths should be modified to meet these requirements whenever possible as long as doing so would not threaten or destroy significant materials and features.

Existing surfaces can often be stabilized by providing a new base and resetting the paving materials, or by modifying the path surface. In some situations it may be appropriate to create a new path through an inaccessible area. At large properties, it may be possible to regrade a slope to less than 1:20 (5%), or to introduce one or more carefully planned ramps. Clear directional signs should mark the path from arrival to destination.

Entrances

Whenever possible, access to historic buildings should be through a primary public entrance. In historic buildings, if this cannot be achieved without permanent damage to character-defining features, at least one entrance used by the public should be made accessible. If the accessible entrance is not the primary public entrance, directional signs should direct visitors to the accessible entrance (See Figure 5). A rear or service entrance should be avoided as the only mean of entering a building.

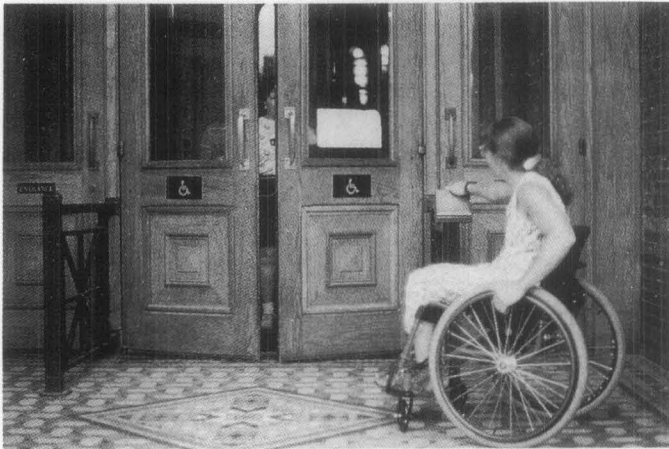


Figure 5. A universal access symbol clearly marks the Arts and Industries Building in Washington, D.C., and a push plate (right) engages the automatic door-opener. Photo: Thomas Jester.

Creating an accessible entrance usually involves overcoming a change in elevation. Steps, landings, doors, and thresholds, all part of the entrance, often pose barriers for persons with disabilities. To preserve the integrity of these features, a number of solutions are available to increase accessibility. Typical solutions include regrading, incorporating ramps, installing wheelchair lifts, creating new entrances, and modifying doors, hardware, and thresholds.

Regrading an Entrance. In some cases, when the entrance steps and landscape features are not highly significant, it may be possible to regrade to provide a smooth entrance into a building. If the existing steps are historic masonry, they should be buried, whenever possible, and not removed (See Figure 6).

Incorporating Ramps. Permanent ramps are perhaps the most common means to make an entrance accessible. As a new feature, ramps should be carefully designed and appropriately located to preserve a property's historic character (See Figure 7). Ramps should be located at public

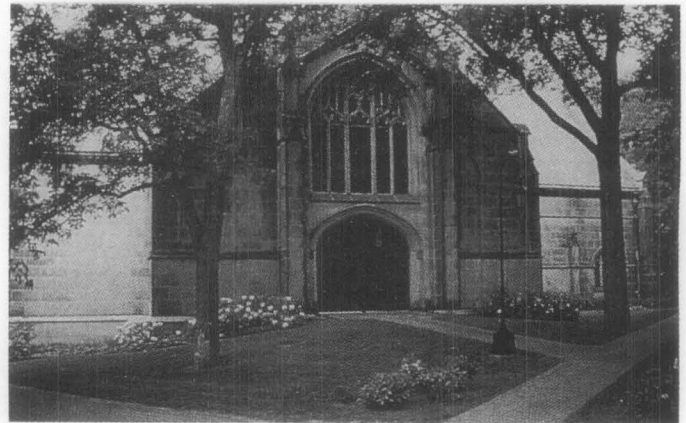


Figure 6. Entrances can be regraded to make a building accessible as long as no significant landscape features will be destroyed and as long as the building's historic character is preserved. The Houghton Chapel (a) in Wellesley, Massachusetts, was made accessible by regrading over the historic steps (b). Photos: Carol R. Johnson & Associates.



Figure 7. This ramp is convenient for visitors with disabilities and preserves the building's historic character. The design is also compatible in scale with the building. Photo: William Smith.

entrances used by everyone whenever possible, preferably where there is minimal change in grade. Ramps should also be located to minimize the loss of historic features at the connection points—porch railings, steps, and windows—and should preserve the overall historic setting and character of the property. Larger buildings may have below grade areas that can accommodate a ramp down to an entrance (See Figure 8). Below grade entrances can be considered if the ramp leads to a publicly used interior, such as an auditorium, or if the building is serviced by a public elevator. Ramps can often be incorporated



Figure 8. A new below-grade ramp provides access to Lake MacDonald Lodge in Glacier National Park. Photo: Thomas Jester

historic features, such as cheek-walls or railings, to minimize the visual effect (See Figure 9).

The steepest allowable slope for a ramp is usually 1:12 (8%), but gentler slopes should be used whenever possible to accommodate people with limited strength. Greater changes in elevation require larger and longer ramps to meet accessibility scoping provisions and may require an intermediate landing. Most codes allow a slightly steeper ramp for historic buildings to overcome one step.

Ramps can be faced with a variety of materials, including wood, brick, and stone. Often the type and quality of the materials determines how compatible a ramp design will be with a historic property (See Figure 10). Unpainted pressure-treated wood should not be used to construct ramps because it usually appears temporary and is not visually compatible with most historic properties. Railings



Figure 9. This ramp was created by infilling the window-well and slightly modifying the historic railing. The ramp preserves this building's historic character. Photo: Thomas Jester.

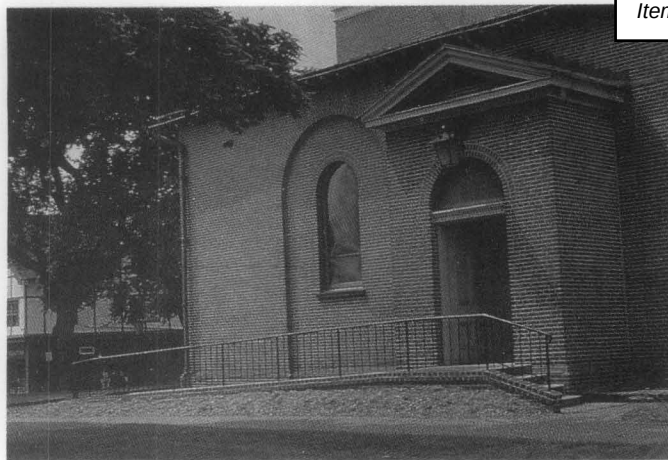


Figure 10. This brick ramp provides access to St. Anne's Episcopal Church in Annapolis, Maryland. Its design is compatible with the historic building. Photo: Charity V. Davidson.

should be simple in design, distinguishable from other historic features, and should extend one foot beyond the sloped area (See Figure 11).

Ramp landings must be large enough for wheelchair users, usually at least 5 feet by 5 feet (152.5 cm by 152.5 cm), and the top landing must be at the level of the door threshold. It may be possible to reset steps by creating a ramp to accommodate minor level changes and to meet the threshold without significantly altering a property's historic character. If a building's existing landing is not wide or deep enough to accommodate a ramp, it may be

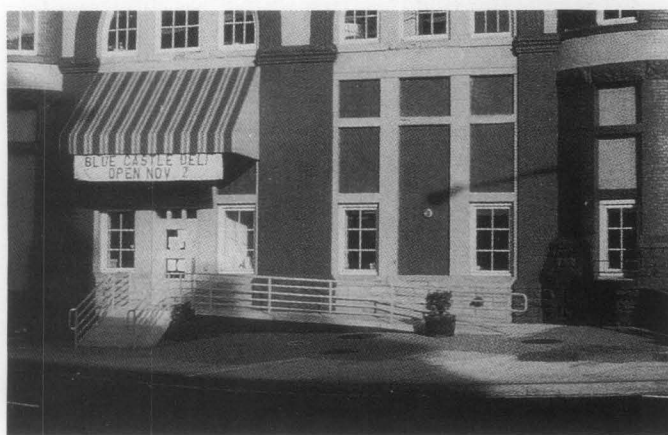


Figure 11. Simple, contemporary railings that extend beyond the ramp slope make this ramp compatible with the industrial character of this building. Photo: Thomas Jester.

necessary to modify the entry to create a wider landing. Long ramps, such as switchbacks, require intermediate landings, and all ramps should be detailed with an appropriate edge and railing for wheelchair users and visually impaired individuals.

Temporary or portable ramps are usually constructed of light-weight materials and, thus, are rarely safe or visually compatible with historic properties. Moreover, portable ramps are often stored until needed and, therefore, do not meet accessibility requirements for independent access. Temporary and portable ramps, however, may be an acceptable interim solution to improve accessibility until a permanent solution can be implemented (See Figure 12).

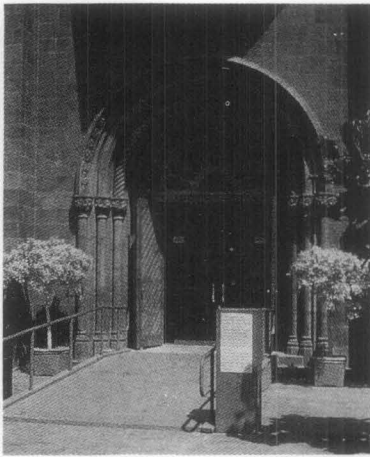


Figure 12. The Smithsonian Institution installed a temporary ramp on its visitor's center to allow adequate time to design an appropriate permanent ramp. Photo: Thomas Jester.

Installing Wheelchair Lifts. Platforms lifts and inclined stair lifts, both of which accommodate only one person, can be used to overcome changes of elevation ranging from three to 10 feet (.9 m-3 m) in height. However, many States have restrictions on the use of wheelchair lifts, so all applicable codes should be reviewed carefully before installing one.

Inclined stair lifts, which carry a wheelchair on a platform up a flight of stairs, may be employed selectively.

They tend to be visually intrusive, although they are relatively reversible. Platform lifts can be used when there is inadequate space for a ramp. However, such lifts should be installed in unobtrusive locations and under cover to minimize maintenance if at all possible (See Figure 13). A similar, but more expensive platform lift has a retracting railing that lowers into the ground, minimizing the visual effect to historic properties (See Figure 14). Mechanical lifts have drawbacks at historic properties with high public visitation because their capacity is limited, they sometimes cannot be operated independently, and they require frequent maintenance.

Considering a New Entrance. When it is not possible to modify an existing entrance, it may be possible to develop a new entrance by creating an entirely new opening in an appropriate location, or by using a secondary window for an opening. This solution should only be considered after exhausting all possibilities for modifying existing entrances (See Figure 15).

Retrofitting Doors. Historic doors generally should not be replaced, nor should door frames on the primary elevation be widened, as this may alter an important feature of a historic design. However, if a building's historic doors have been removed, there may be greater latitude in designing a compatible new entrance. Most accessibility standards require at least a 32" (82 cm) clear opening with manageable door opening pressures. The most desirable preservation solution to improve accessibility is retaining historic doors and upgrading the door pressure with one of several devices. Automatic door openers

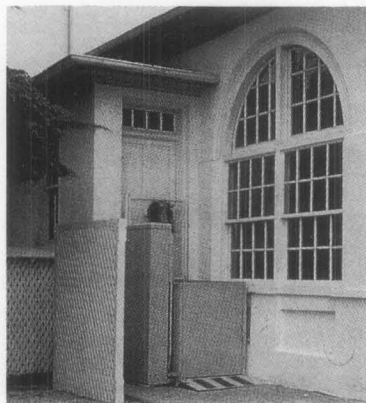


Figure 13. Platform lifts like the one used on this building require minimal space and can be removed without damaging historic materials. Shielded with lattice work, this lift is also protected by the roof eaves. Approach path should be stable, firm, and slip resistant. Photo: Sharon Park.

Readily Achievable Accessibility Modifications



Many accessibility solutions can be implemented easily and inexpensively without destroying the significance of historic properties. While it may not be possible to undertake all of the modifications listed below, each change will improve accessibility.

Sites and Entrances

- Creating a designated parking space.
- Installing ramps.
- Making curb cuts.

Interiors

- Repositioning shelves.
- Rearranging tables, displays, and furniture.
- Repositioning telephones.
- Adding raised markings on elevator control buttons.
- Installing flashing alarm lights.
- Installing offset hinges to widen doorways.
- Installing or adding accessible door hardware.
- Adding an accessible water fountain, or providing a paper cup dispenser at an inaccessible water fountain.

Restrooms

- Installing grab bars in toilet stalls.
- Rearranging toilet partitions to increase maneuvering space.
- Insulating lavatory pipes under sinks to prevent burns.
- Installing a higher toilet seat.
- Installing a full-length bathroom mirror.
- Repositioning the paper towel dispenser.



Figure 14. At the Lieutenant Governor's Mansion in Frankfort, Kentucky, a retracting lift (b) was installed to minimize the visual effect on this historic building when not in use (a). Photos: Aging Technology Incorporated.

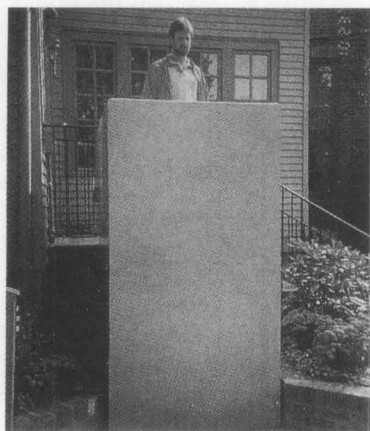
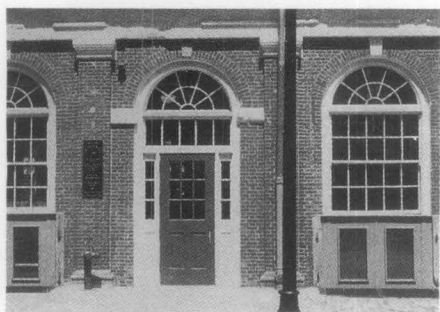


Figure 15. A new entrance to the elevator lobby replaces a window at Faneuil Hall in Boston, Massachusetts. The new entrance is appropriately differentiated from the historic design. Photo: Paul Holtz.



(operated by push buttons, mats, or electronic eyes) and power-assisted door openers can eliminate or reduce door pressures that are accessibility barriers, and make single or double-leaf doors fully operational (See Figure 16).

Adapting Door Hardware. If a door opening is within an inch or two of meeting the 32" (81 cm) clear opening requirement, it may be possible to replace the standard hinges with off-set hinges to increase the size of the door opening as much as 1 1/2" (3.8 cm). Historic hardware can be retained in place, or adapted with the addition of an automatic opener, of which there are several types. Door hardware can also be retrofitted to reduce door pressures. For example, friction hinges can be retrofitted with ball-bearing inserts, and door closers can be rethreaded to reduce the door pressure.

Altering Door Thresholds. A door threshold that exceeds the allowable height, generally 1/2" (1.3 cm), can be altered or removed with one that meets applicable accessibility



Figure 16. During the rehabilitation of the Rookery in Chicago, the original entrance was modified to create an accessible entrance. Two revolving doors were replaced with a new one flanked by new doors, one of which is operated with a push-plate door opener. Photo: Thomas Jester.

requirements. If the threshold is deemed to be significant, a bevel can be added on each side to reduce its height (See Figure 17). Another solution is to replace the threshold with one that meets applicable accessibility requirements and is visually compatible with the historic entrance.

Moving Through Historic Interiors

Persons with disabilities should have independent access to all public areas and facilities inside historic buildings. The extent to which a historic interior can be modified depends on the significance of its materials, plan, spaces, features, and finishes. Primary spaces are often more difficult to modify without changing their character. Secondary spaces may generally be changed without compromising a building's historic character. Signs should clearly mark the route to accessible restrooms, telephones, and other accessible areas.

Installing Ramps and Wheelchair Lifts. If space permits, ramps and wheelchair lifts can also be used to increase accessibility inside buildings (See Figures 18 & 19). However, some States and localities restrict interior uses of wheelchair lifts for life-safety reasons. Care should be taken to install these new features where they can be readily accessed. Ramps and wheelchair lifts are described in detail on pages 4-6.

Upgrading Elevators. Elevators are an efficient means of providing accessibility between floors. Some buildings have existing historic elevators that are not adequately accessible for persons with disabilities because of their size, location, or detailing, but they may also contribute to the historical significance of a building. Significant historic elevators can usually be upgraded to improve accessibility. Control panels can be modified with a "wand" on a cord to make the control panel accessible, and timing devices can usually be adjusted.

Retrofitting Door Knobs. Historic door knobs and other hardware may be difficult to grip and turn. In recent years, lever-handles have been developed to replace door knobs. Other lever-handle devices can be added to existing hardware. If it is not possible or appropriate to retrofit existing door knobs, doors can be left open during operating hours (unless doing so would violate life safety codes), and power-assisted door openers can be installed. It may only be necessary to retrofit specific doorknobs to create an accessible path of travel and accessible restrooms.

Threshold Modifications

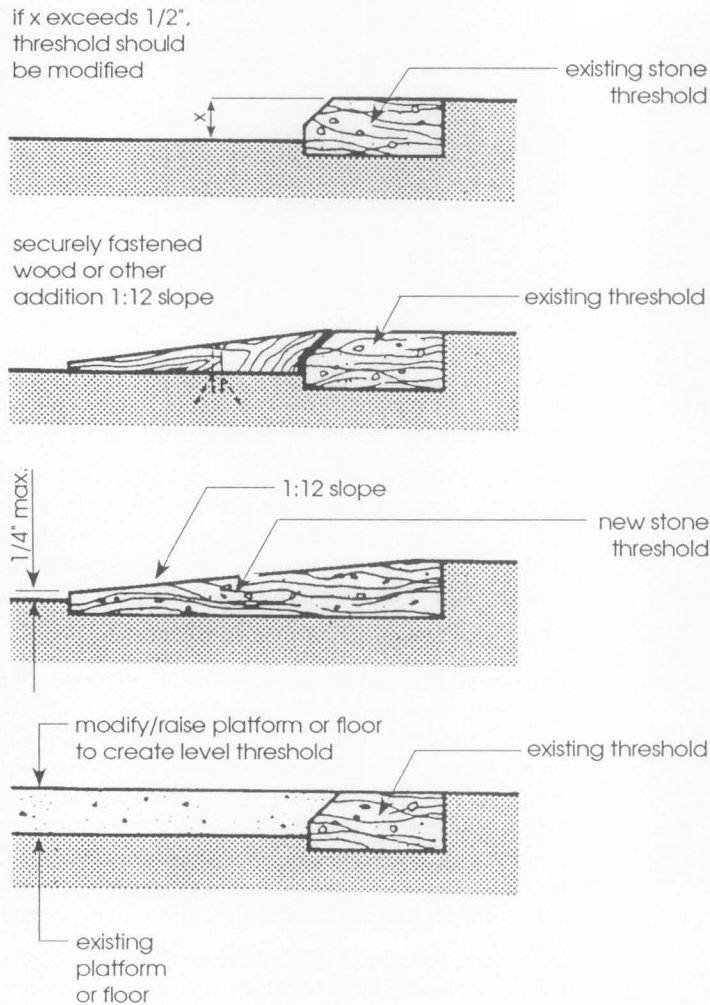


Figure 17. Thresholds that exceed allowable heights can be modified several ways to increase accessibility. Source: Uniform Federal Accessibility Standard (UFAS) Retrofit Manual.

Modifying Interior Stairs. Stairs are the primary barriers for many people with disabilities. However, there are some ways to modify stairs to assist people who are able to navigate them. It may be appropriate to add hand railings if none exist. Railings should be 1 1/4" (3.8 cm) in diameter and return to the wall so straps and bags do not catch. Color-contrasting, slip-resistant strips will help people with visual impairments. Finally, beveled or closed risers are recommended unless the stairs are highly significant, because open risers catch feet (See Figure 20).

Building Amenities

Some amenities in historic buildings, such as restrooms, seating, telephones, drinking fountains, counters, may contribute to a building's historic character. They will often require modification to improve their use by persons with disabilities. In many cases, supplementing existing amenities, rather than changing or removing them, will increase access and minimize changes to historic features and materials.

Upgrading Restrooms. Restrooms may have historic fixtures such as sinks, urinals, or marble partitions that can

be retained in the process of making modifications. For example, larger restrooms can sometimes be reconfigured by relocating or combining partitions to create an accessible toilet stall. Other changes to consider are adding grab bars around toilets, covering hot water pipes under sinks with insulation to prevent burns, and providing a sink, mirror, and paper dispenser at a height suitable for wheelchair users. A unisex restroom may be created if it is technically infeasible to create two fully accessible restrooms, or if doing so would threaten or destroy the significance of the building. It is important to remember that restroom fixtures, such as sinks, urinals, and partitions, may be historic, and therefore, should be preserved whenever possible.

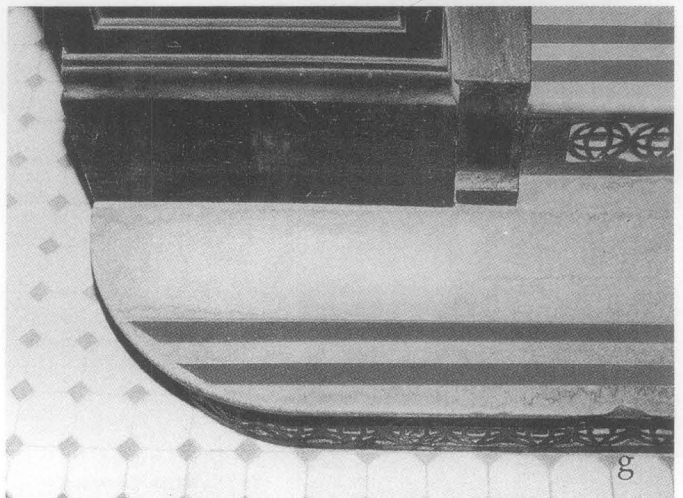
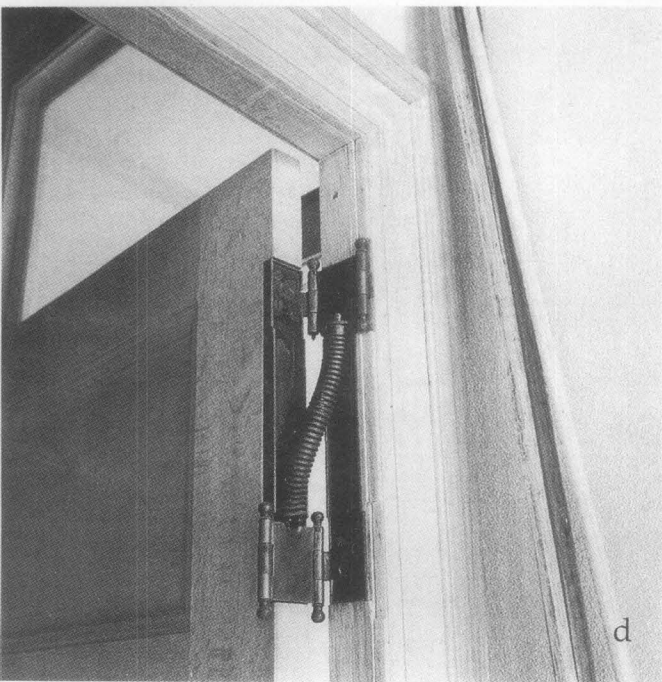
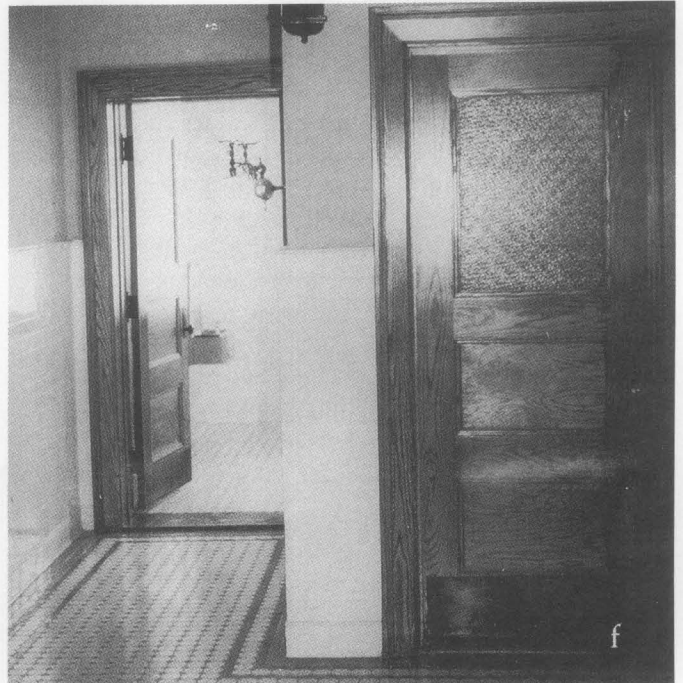
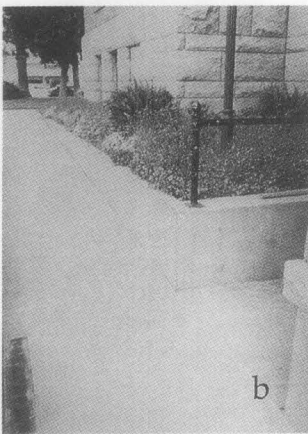
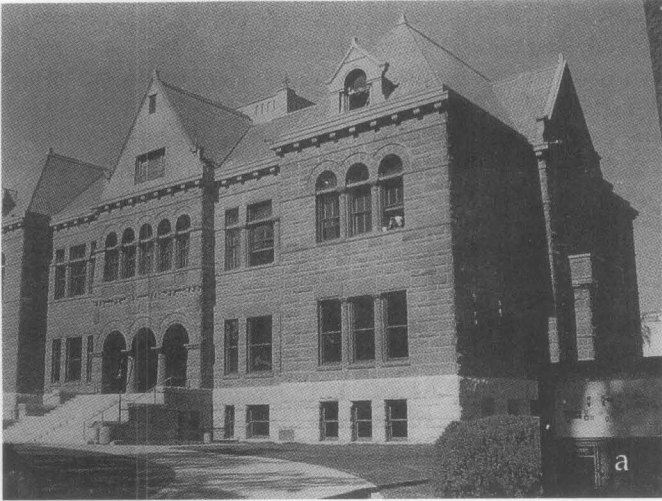
Modifying Other Amenities. Other amenities inside historic buildings may require modification. Seating in a theater, for example, can be made accessible by removing some seats in several areas (See Figure 21). New seating that is accessible can also be added at the end of existing rows, either with or without a level floor surface. Readily removable seats may be installed in wheelchair spaces when the spaces are not required to accommodate wheelchair users. Historic water fountains can be retained and new, two-tiered fountains installed if space permits. If public telephones are provided, it may be necessary to install at least a Text Telephone (TT), also known as a Telecommunication Device for the Deaf (TDD) (See Figure 22). Historic service counters commonly found in banks, theaters, and hotels generally should not be altered. It is preferable to add an accessible counter on the end of a historic counter if feasible. Modified or new counters should not exceed 36" (91.5 cm) in height.



Figure 18. Symmetrical ramps at the Mayflower Hotel in Washington, D.C., provide access to the hotel's lower level. The design for the ramps respects the historic character of this landmark building. Photo: Thomas Jester.

MAKING A HISTORIC BUILDING ACCESSIBLE

Item #2.



The Orange County Courthouse (a), located in Santa Ana, California, was rehabilitated in the late 1980s as a county museum. As part of the rehabilitation, the architect sensitively integrated numerous modifications to increase accessibility. To preserve the building's primary elevation, a new public entrance was created on the rear elevation where parking spaces are located. A ramp (b) leads to the accessible entrance that can be opened with a push-plate automatic door-opener (c). Modifications to interior features also increased accessibility. To create an accessible path of travel, offset hinges (d) were installed on doors that were narrower than 32 inches (81.3 cm). Other doors were rethreaded to reduce the door pressure. Beveling the 1" high thresholds (e) reduced their height to approximately 1/4 inch (.64 cm). The project architect also converted a storeroom into an accessible restroom (f). The original stairway, which has open grillwork, was made more accessible by applying slip-resistant pressure tape to the marble steps (g). And the original elevator was upgraded with raised markings, alarm lights, and voice floor indicators. Photos: Milford Wayne Donaldson, FAIA.

MAKING HISTORIC LANDSCAPES ACCESSIBLE

Item #2.

To successfully incorporate access into historic landscapes, the planning process is similar to that of other historic properties. Careful research and inventory should be undertaken to determine which materials and features convey the landscape's historical significance. As part of this evaluation, those features that are character-defining (topographical variation, vegetation, circulation, structures, furnishings, objects) should be identified. Historic finishes, details, and materials that also contribute to a landscape's significance should also be documented and evaluated prior to determining an approach to landscape accessibility. For example, aspects of the pedestrian circulation system that need to be understood include walk width, aggregate size, pavement pattern, texture, relief, and joint details. The context of the walk should be understood including its edges and surrounding area. Modifications to surface textures or widths of pathways can often be made with minimal effect on significant landscape features (a) and (b).

Additionally, areas of secondary importance such as altered paths should be identified -- especially those where the accessibility modifications will not destroy a landscape's significance. By identifying those features that are contributing or non-contributing, a sympathetic circulation experience can then be developed.

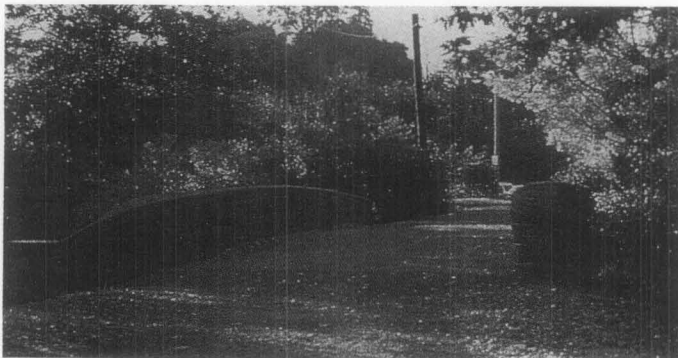
After assessing a landscape's integrity, accessibility solutions can be considered. Full access throughout a historic landscape may not always be possible. Generally, it is easier to provide accessibility to larger, more open

sites where there is a greater variety of public experiences. However, when a landscape is uniformly steep, it may only be possible to make discrete portions of a historic landscape accessible, and viewers may only be able to experience the landscape from selected vantage points along a prescribed pedestrian or vehicular access route. When defining such a route, the interpretive value of the user experience should be considered; in other words, does the route provide physical or visual access to those areas that are critical to understand the meaning of the landscape?

The following accessibility solutions address three common landscape situations: 1) structures with low integrity landscapes; 2) structures and landscapes of equal significance; and, 3) landscapes of primary significance with inaccessible terrain.

1. The Hunnewell Visitors Center at the Arnold Arboretum in Jamaica Plain, Massachusetts, was constructed in 1892. Its immediate setting has changed considerably over time (c). Since the existing landscape immediately surrounding this structure has little remaining integrity, the new accessibility solution has the latitude to integrate a broad program including site orientation, circulation, interpretation, and maintenance.

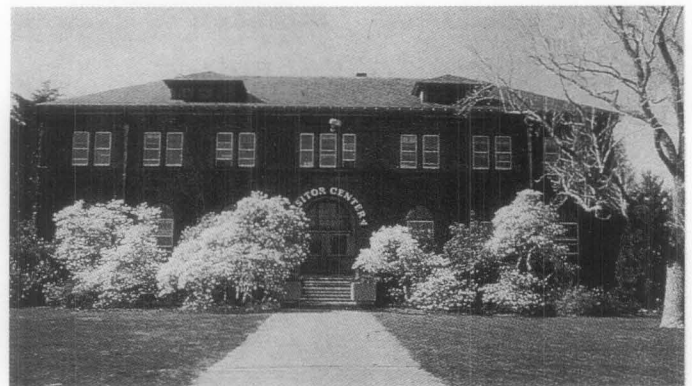
The new design, which has few ornamental plants, references the original planting design principles, with a strong emphasis on form, color, and texture. In contrast with the earlier designs, the new plantings were set away from the facade of this historic building,



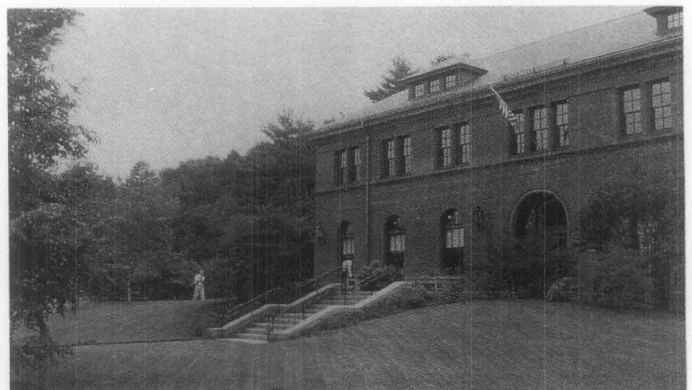
(a.) To improve accessibility in Boston's Emerald Necklace Parks, standard asphalt paving was replaced in selected areas with an imbedded aggregate surface that is more in keeping with the landscape's historic appearance. Photo: Charles Birnbaum.



(b.) The Friendly Garden at Ranchos Los Alamitos, a historic estate with designed gardens in southern California, was made accessible with limited widening of its existing approach path. Photo: Ranchos Los Alamitos Foundation.



(c.) Hunnewell Visitor's Center before rehabilitation, revealing the altered landscapes. Photo: Jennifer Jones, Carol R. Johnson and associates.



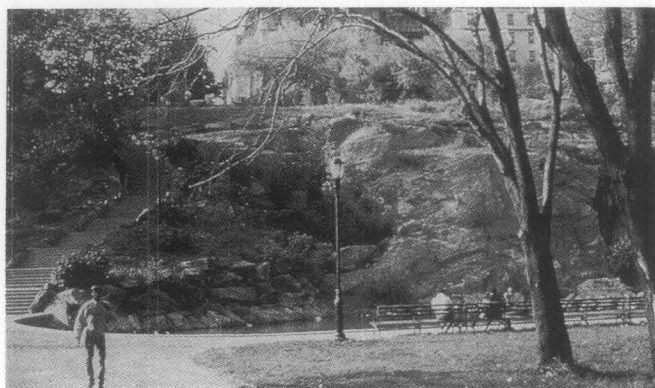
(d.) Hunnewell Visitors Center's entrance following rehabilitation, integrating an accessible path (left), platform, and new steps. Photo: Charles Birnbaum.

allowing the visitor to enjoy its architectural detail. A new walk winds up the gentle earthen berm and is vegetated with plantings that enhance the interpretive experience from the point of orientation (d). The new curvilinear walks also provide a connection to the larger arboretum landscape for everyone.

2. The Eugene O'Neill National Historic Site overlooks the San Ramon Valley, twenty-seven miles east of San Francisco, California. The thirteen-acre site includes a walled courtyard garden on the southeast side of the Tao House, which served as the O'Neill residence from 1937-44 (e). Within this courtyard are character-defining walks that are too narrow by today's accessibility standards, yet are a character-defining element of the historic design. To preserve the garden's integrity, the scale and the characteristics of the original circulation were maintained by creating a wheelchair route which, in part, utilizes reinforced turf. This route allows visitors with disabilities to experience the main courtyard as well.
3. Morningside Park in New York City, New York, designed by Frederick Olmstead, Sr., and Calvert Vaux in 1879, is sited on generally steep, rocky terrain (f). Respecting these dramatic grade changes, which are only accessible by extensive flights of stone stairs, physical access cannot be provided without destroying the park's integrity. In order to provide some accessibility, scenic overlooks were created that provide broad visual access to the park.



(e.) This view shows the new reinforced turf path at the Eugene O'Neill National Historic Site that preserved the narrow Historic Path. Photo: Patricia M. O'Donnell.



(f.) Steep terrain at Morningside Park in New York City cannot be made accessible without threatening or destroying this landscape's integrity. Photo: Quennell Rothschild Associates.



Figure 19. Inclined lifts can sometimes overcome interior changes of elevation where space is limited. This lift in Boston's Faneuil Hall created access to the floor and stage level of the State Room. Photo: Paul Holtz.

Considering a New Addition as an Accessibility Solution

Many new additions are constructed specifically to incorporate modern amenities such as elevators, restrooms, fire stairs, and new mechanical equipment. These new additions often create opportunities to incorporate access for people with disabilities. It may be possible, for example, to create an accessible entrance, path to public levels via a ramp, lift, or elevator (See Figure 23). However, a new addition has the potential to change a historic property's appearance and destroy significant building and landscape features. Thus, all new additions should be compatible with the size, scale, and proportions of historic features and materials that characterize a property (See Figure 24).

New additions should be carefully located to minimize connection points with the historic building, such that if the addition were to be removed in the future, the essential form and integrity of the building would remain intact. On the other hand, new additions should also be conveniently located near parking that is connected to an accessible route for people with disabilities. As new additions are incorporated, care should be taken to protect significant landscape features and archeological resources. Finally, the design for any new addition should be differentiated from the historic design so that the property's evolution over time is clear. New additions frequently make it possible to increase accessibility, while simultaneously reducing the level of change to historic features, materials, and spaces.

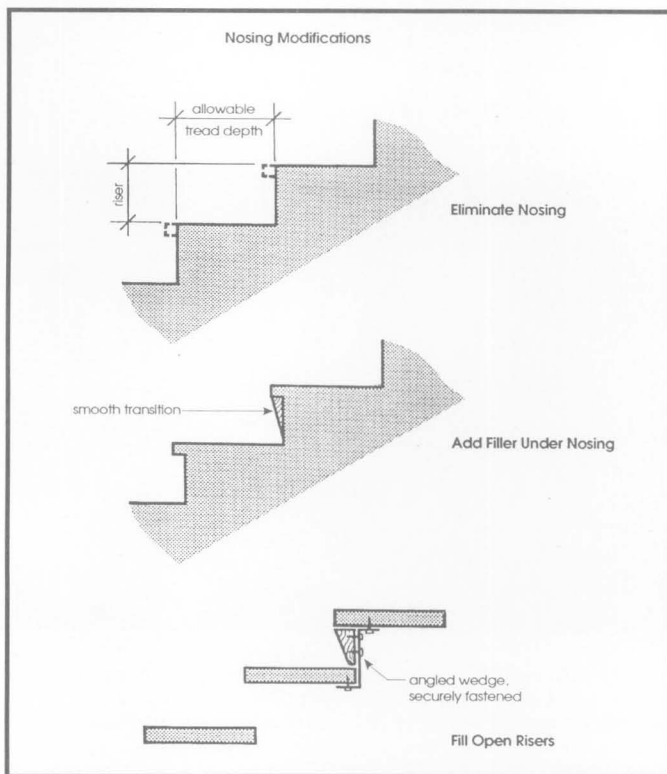


Figure 20. In certain situations it may be appropriate to modify stair nosings for persons with mobility impairments. Whenever possible, stairs should be modified by adding new materials rather than removing historic materials. Source: UFAS Retrofit Manual.

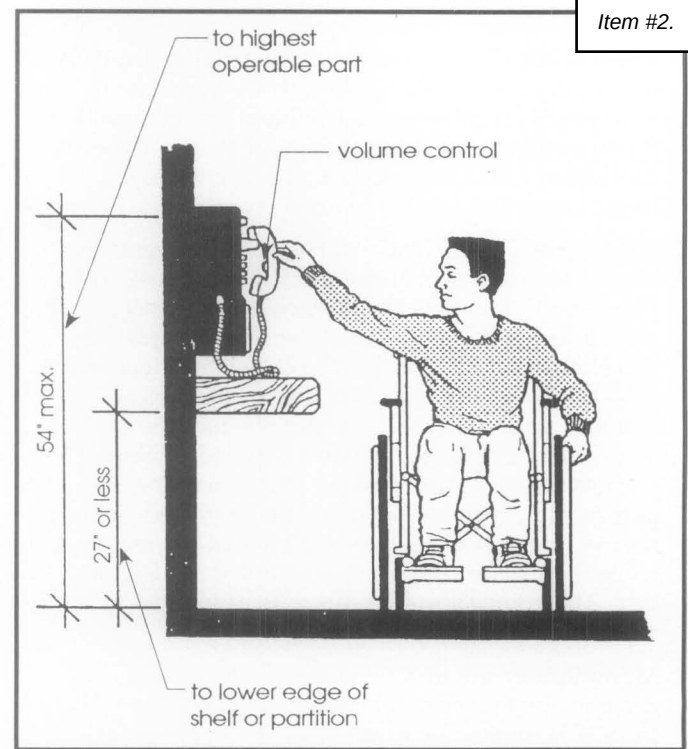
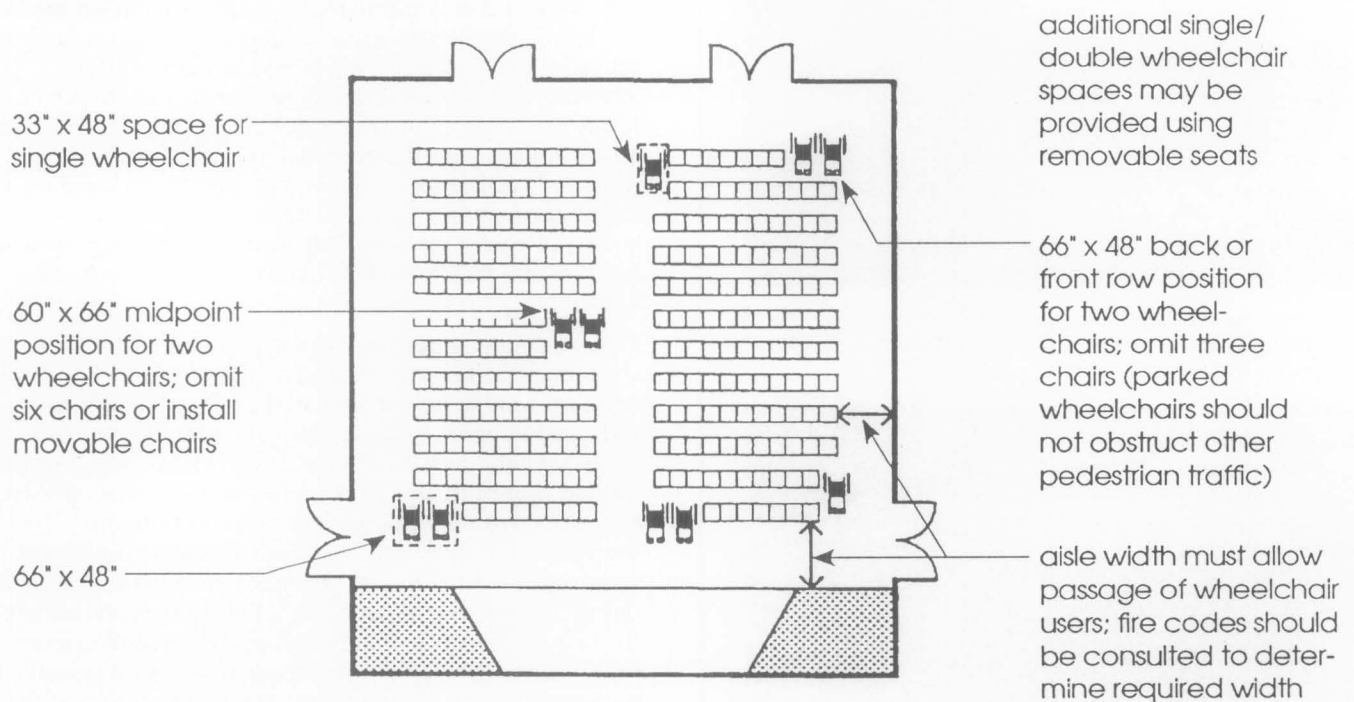


Figure 22. Amenities such as telephones should be at height that wheelchair users can reach. Changes to many amenities can be adapted with minimal effect on historic materials, features, and spaces. Source: UFAS Retrofit Manual.

Wheelchair Seating Dispersed Throughout Seating Area



Theater Style Seating

Figure 21. Seating in historic theaters and auditoriums can be changed to accommodate wheelchair users. Accessible seating areas should be on an accessible route from the building entrance. Source: UFAS Retrofit Manual.

Federal Accessibility Laws

Today, few building owners are exempt from providing accessibility for people with disabilities. Before making any accessibility modification, it is imperative to determine which laws and codes are applicable. In addition to local and State accessibility codes, the following federal accessibility laws are currently in effect:

Architectural Barriers Act (1968)

The Architectural Barriers Act stipulates that all buildings designed, constructed, and altered by the Federal Government, or with federal assistance, must be accessible. Changes made to federal buildings must meet the Uniform Federal Accessibility Standards (UFAS). Special provisions are included in UFAS for historic buildings that would be threatened or destroyed by meeting full accessibility requirements.

Rehabilitation Act (1973)

The Rehabilitation Act requires recipients of federal financial assistance to make their programs and activities accessible to everyone. Recipients are allowed to make their properties accessible by altering their building, by moving programs and activities to accessible spaces, or by making other accommodations.

Americans with Disabilities Act (1990)

Historic properties are not exempt from the Americans with Disabilities Act (ADA) requirements. To the greatest extent possible, historic buildings must be as accessible as non-historic buildings. However, it may not be possible for some historic properties to meet the general accessibility requirements.

Under Title II of the ADA, State and local governments must remove accessibility barriers either by shifting services and programs to accessible buildings, or by making alterations to existing buildings. For instance, a licensing office may be moved from a second floor to an accessible first floor space, or if this is not feasible, a mail service might be provided. However, State and local government facilities that have historic preservation as their main purpose—State-owned historic museums, historic State capitols that offer tours—must give priority to physical accessibility.

Under Title III of the ADA, owners of “public accommodations” (theaters, restaurants, retail shops, private museums) must make “readily achievable” changes; that is, changes that can be easily accomplished without much expense. This might mean installing a ramp, creating accessible parking, adding grab bars in bathrooms, or modifying door hardware. The requirement to remove barriers when it is “readily achievable” is an ongoing responsibility. When alterations, including restoration and rehabilitation work, are made, specific accessibility requirements are triggered.

Recognizing the national interest in preserving historic properties, Congress established alternative requirements for properties that cannot be made accessible without “threatening or destroying” their significance. A consultation process is outlined in the ADA’s Accessibility Guidelines for owners of historic properties who believe that making specific accessibility modifications would “threaten or destroy” the significance of their property. In these situations, after consulting with persons with disabilities and disability organizations, building owners should contact the State Historic Preservation Officer (SHPO) to determine if the special accessibility provisions for historic properties may be used. Further, if it is determined in consultation with the SHPO that compliance with the minimum requirements would also “threaten or destroy” the significance of the property, alternative methods of access, such as home delivery and audio-visual programs, may be used.

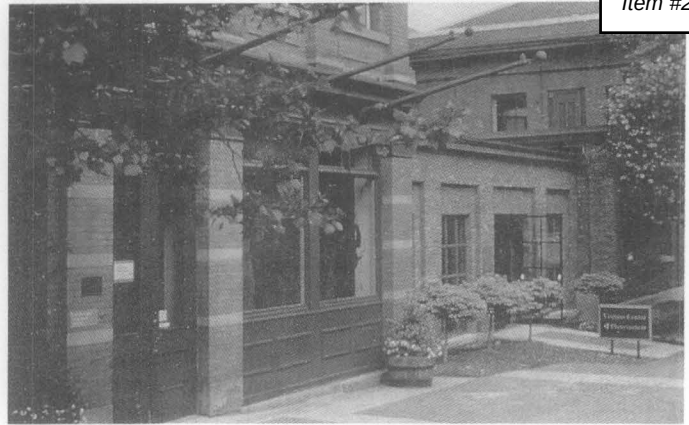


Figure 23. New additions to historic buildings can be designed to increase accessibility. A new addition links two adjacent buildings used for the Albany, New York, Visitor's Center, and incorporates an accessible entrance, restrooms, and signage. Photo: Clare Adams.

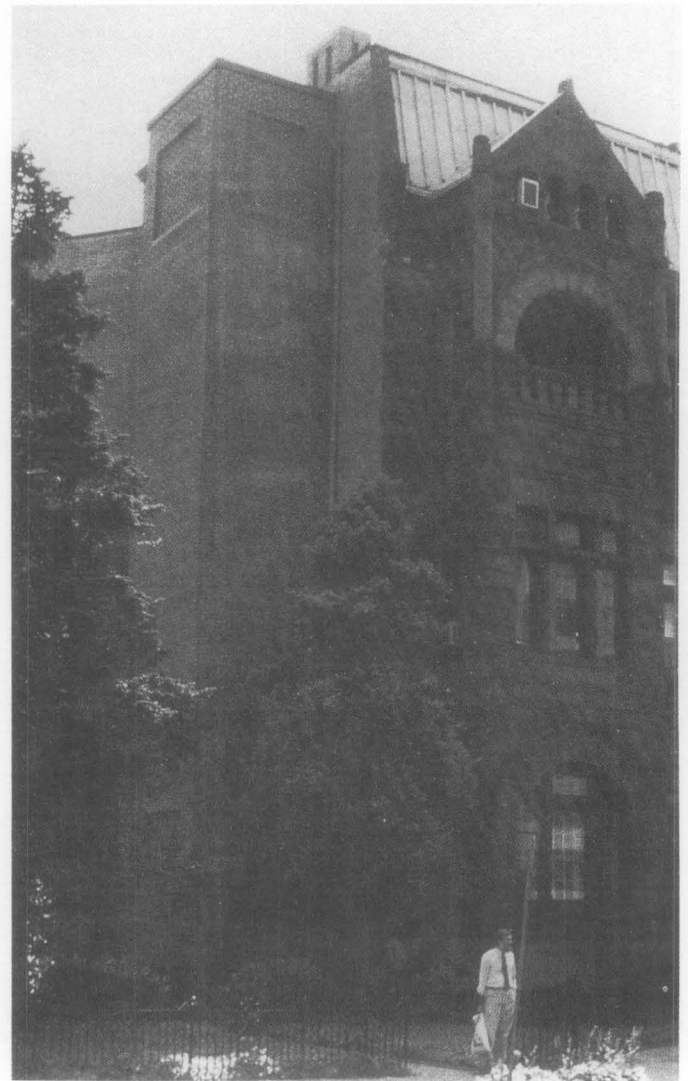


Figure 24. Creating an accessible entrance with a new elevator tower requires a compatible design. This elevator addition blends in with the historic building's materials and provides access to all public levels. Photo: Sharon Park.

Conclusion

Historic properties are irreplaceable and require special care to ensure their preservation for future generations. With the passage of the Americans with Disabilities Act, access to historic properties open to the public is a now civil right, and owners of historic properties must evaluate existing buildings and determine how they can be made more accessible. It is a challenge to evaluate properties thoroughly, to identify the applicable accessibility requirements, to explore alternatives and to implement solutions that provide independent access and are consistent with accepted historic preservation standards. Solutions for accessibility should not destroy a property's significant materials, features and spaces, but should increase accessibility as much as possible. Most historic buildings are not exempt from providing accessibility, and with careful planning, historic properties can be made more accessible, so that all citizens can enjoy our Nation's diverse heritage.



Photo: Massachusetts Historical Commission.

Acknowledgements

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PRESERVATION BRIEFS

32
Making Historic Properties Accessible

Thomas C. Jester and Sharon C. Park, AIA

- Planning Accessibility Modifications
- Accessibility Solutions
- Consider an Addition for Accessibility
- Making Historic Landscapes Accessible
- Federal Accessibility Laws
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Accessible historic building.
Photo: NPS files.

Historically, most buildings and landscapes were not designed to be readily accessible for people with disabilities. In recent years, however, emphasis has been placed on preserving historically significant properties, and on making these properties- and the activities within them-more accessible to people with disabilities. With the passage of the Americans with Disabilities Act in 1990, access to properties open to the public is now a civil right.



A significant entrance may be difficult to modify. Although a special challenge, sensitive changes can almost always be made to provide access while preserving the unique historic character. Photo: NPS files.

This Preservation Brief introduces the complex issue of providing accessibility at historic properties, and underscores the need to balance accessibility and historic preservation. It provides guidance on making historic properties accessible while preserving their historic character; the Brief also provides examples to show that independent physical accessibility at historic properties can be achieved with careful planning, consultation, and sensitive design. While the Brief focuses primarily on making buildings and their sites accessible, it also includes a section on historic landscapes. The Brief will assist historic property owners, design professionals, and administrators in evaluating their historic properties so that the highest level of accessibility can be provided while minimizing changes to historic materials and features. Because many projects encompassing accessibility work are complex, it is advisable to consult with experts in the fields of historic preservation and accessibility before proceeding with permanent physical changes to historic properties.

Modifications to historic properties to increase accessibility may be as simple as a small, inexpensive ramp to overcome one entrance step, or may involve changes to exterior and interior features. The Brief does not provide a detailed explanation of local or State accessibility laws as they vary from jurisdiction to jurisdiction. A concise explanation of several federal

accessibility laws is included below.

Planning Accessibility Modifications [return to top ▲](#)

Historic properties are distinguished by features, materials, spaces, and spatial relationships that contribute to their historic character. Often these elements, such as steep terrain, monumental steps, narrow or heavy doors, decorative ornamental hardware, and narrow pathways and corridors, pose barriers to persons with disabilities, particularly to wheelchair users.

A three-step approach is recommended to identify and implement accessibility modifications that will protect the integrity and historic character of historic properties:

1. Review the historical significance of the property and identify character-defining features;
2. Assess the property's existing and required level of accessibility; and
3. Evaluate accessibility options within a preservation context.

1. Review the Historical Significance

If the property has been designated as historic (properties that are listed in, or eligible for listing in the National Register of Historic Places, or designated under State or local law), the property's nomination file should be reviewed to learn about its significance. Local preservation commissions and State Historic Preservation Offices can usually provide copies of the nomination file and are also resources for additional information and assistance. Review of the written documentation should always be supplemented with a physical investigation to identify which character defining features and spaces must be protected whenever any changes are anticipated. If the level of documentation for a property's significance is limited, it may be necessary to have a preservation professional identify specific historic features, materials, and spaces that should be protected.

For most historic properties, the construction materials, the form and style of the property, the principal elevations, the major architectural or landscape features, and the principal public spaces constitute some of the elements that should be preserved. Every effort should be made to minimize damage to the materials and features that convey a property's historical significance when making modifications for accessibility. Very small or highly significant properties that have never been altered may be extremely difficult to modify.

Secondary spaces and finishes and features that may be less important to the historic character should also be identified; these may generally be altered without jeopardizing the historical significance of a property. Nonsignificant spaces, secondary pathways, later additions, previously altered areas, utilitarian spaces, and service areas can usually be modified without threatening or destroying a property's historical significance.

2. Assess the Property's Existing and Required Level of Accessibility

A building survey or assessment will provide a thorough evaluation of a property's accessibility. Most surveys identify accessibility barriers in the following areas: building and site entrances; surface textures, widths and slopes of walkways; parking; grade changes; size, weight and configuration of doorways; interior corridors and path of travel restrictions; elevators; and public toilets and amenities. Simple audits can be completed by property owners using readily available checklists (See Further Reading). Accessibility specialists can be hired to assess barriers in more complex properties, especially those with multiple buildings, steep terrain, or interpretive programs. Persons with disabilities can be particularly helpful in assessing specific barriers.

All applicable accessibility requirements—local codes, State codes and federal laws—should be reviewed carefully before undertaking any accessibility modification. Since many States and localities have their own accessibility regulations and codes (each with their own requirements for dimensions and technical requirements), owners should use the most stringent accessibility requirements when implementing modifications. The Americans with Disability Act Accessibility Guidelines (ADAAG) is the document that should be consulted when complying with the Americans with Disabilities Act (ADA) requirements.

3. Identify and Evaluate Accessibility Options within a Preservation Context

Once a property's significant materials and features have been identified, and existing and required levels of accessibility have been established, solutions can be developed. Solutions should provide the greatest amount of accessibility without threatening or destroying those materials and features that make a property significant. Modifications may usually be phased over time as funds are available, and interim solutions can be considered until more permanent solutions are implemented. A team comprised of persons with disabilities, accessibility and historic preservation professionals, and building inspectors should be consulted as accessibility solutions are developed.

Modifications to improve accessibility should generally be based on the following priorities:

1. Making the main or a prominent public entrance and primary public spaces accessible, including a path to the entrance;



This accessibility ramp is compatible with the historic building in scale and materials. Photo: William Smith.

- 2. Providing access to goods, services, and programs;
- 3. Providing accessible restroom facilities; and,
- 4. Creating access to amenities and secondary spaces.



The ramp's scale and materials are inconsistent with the historic character of the building. Photo: NPS files.

All proposed changes should be evaluated for conformance with the Secretary of the Interior's "Standards for the Treatment of Historic Properties," which were created for property owners to guide preservation work. These Standards stress the importance of retaining and protecting the materials and features that convey a property's historical significance. Thus, when new features are incorporated for accessibility, historic materials and features should be retained whenever possible. Accessibility modifications should be in scale with the historic property, visually compatible, and, whenever possible, reversible. Reversible means that if the new feature were removed at a later date, the essential form and integrity of the property would be unimpaired. The design of new features should also be differentiated from the design of the historic property so that the evolution of the property is evident.

In general, when historic properties are altered, they should be made as accessible as possible. However, if an owner or a project team believes that certain modifications would threaten or destroy the significance of the property, the State Historic Preservation Officer should be consulted to determine whether or not any special accessibility provisions may be used. Special accessibility provisions for historic properties will vary depending on the applicable accessibility requirements.

In some cases, programmatic access may be the only option for extremely small or unaltered historic properties, such as a two-story house museum with no internal elevator. Programmatic access for historic properties refers to alternative methods of providing services, information, and experiences when physical access cannot be provided. It may mean offering an audio-visual program showing an inaccessible upper floor of a historic house museum, providing interpretive panels from a vista at an inaccessible terraced garden, or creating a tactile model of a historic monument for people with visual impairments.

Accessibility Solutions [return to top ▲](#)

The goal in selecting appropriate solutions for specific historic properties is to provide a high level of accessibility without compromising significant features or the overall character of the property. The following sections describe accessibility solutions and offer guidance on specific historic property components, namely the building site, entrances, interiors, landscapes, amenities, and new additions. Several solutions are discussed in each section, referencing dimensions and technical requirements from the ADA's accessibility guidelines, ADAAG. State and local requirements, however, may differ from the ADA requirements. Before making any modification owners should be aware of all applicable accessibility requirements.

The Building Site

An accessible route from a parking lot, sidewalk, and public street to the entrance of a historic building or facility is essential. An accessible route, to the maximum extent possible, should be the circulation route used by the general public. Critical elements of accessible routes are their widths, slopes, cross slopes, and surface texture. Each of these route elements must be appropriately designed so that the route can be used by everyone, including people with disabilities.



The significant building site is now accessible to people with disabilities (note steps in front of ramp). Photo: NPS files.

The distance between the arrival and destination points should also be as short as possible. Sites containing designed landscapes should be carefully evaluated before making accessibility modifications. Historic landscapes are described in greater detail below.

Providing Convenient Parking

If parking is provided, it should be as convenient as possible for people with disabilities. Specially designated parking can often be created to improve accessibility. Modifications to parking configurations and pathways should not alter significant landscape features.

Creating an Accessible Route

The route or path through a site to a historic building's entrance should be wide enough, generally at least 3 feet (91 cm), to accommodate visitors with disabilities and must be appropriately graded with a stable, firm, and slip-resistant surface. Existing paths should be modified to meet these requirements whenever possible as long as doing so would not threaten or destroy significant materials and features.

Existing surfaces can often be stabilized by providing a new base and resetting the paving materials, or by modifying the path surface. In some situations it may be appropriate to create a new path through an inaccessible area. At large properties, it may be

possible to regrade a slope to less than 1:20 (5%), or to introduce one or more carefully planned ramps. Clear directional signs should mark the path from arrival to destination.

Entrances



The historic threshold was made accessible with a 1/2" wood bevel. Photo: NPS files.

Whenever possible, access to historic buildings should be through a primary public entrance. In historic buildings, if this cannot be achieved without permanent damage to character-defining features, at least one entrance used by the public should be made accessible. If the accessible entrance is not the primary public entrance, directional signs should direct visitors to the accessible entrance. A rear or service entrance should be avoided as the only mean of entering a building.

Creating an accessible entrance usually involves overcoming a change in elevation. Steps, landings, doors, and thresholds, all part of the entrance, often pose barriers for persons with disabilities. To preserve the integrity of these features, a number of solutions are available to increase accessibility. Typical solutions include regrading, incorporating ramps, installing wheelchair lifts, creating new entrances, and modifying doors, hardware, and thresholds.

Regrading an Entrance

In some cases, when the entrance steps and landscape features are not highly significant, it may be possible to regrade to provide a smooth entrance into a building. If the existing steps are historic masonry, they should be buried, whenever possible, and not removed.

Incorporating Ramps

Permanent ramps are perhaps the most common means to make an entrance accessible. As a new feature, ramps should be carefully designed and appropriately located to preserve a property's historic character.

Ramps should be located at public entrances used by everyone whenever possible, preferably where there is minimal change in grade. Ramps should also be located to minimize the loss of historic features at the connection points—porch railings, steps, and windows—and should preserve the overall historic setting and character of the property. Larger buildings may have below grade areas that can accommodate a ramp down to an entrance. Below grade entrances can be considered if the ramp leads to a publicly used interior, such as an auditorium, or if the building is serviced by a public elevator. Ramps can often be incorporated behind historic features, such as cheek-walls or railings, to minimize the visual effect.

The steepest allowable slope for a ramp is usually 1:12 (8%), but gentler slopes should be used whenever possible to accommodate people with limited strength. Greater changes in elevation require larger and longer ramps to meet accessibility scoping provisions and may require an intermediate landing. Most codes allow a slightly steeper ramp for historic buildings to overcome one step.

Ramps can be faced with a variety of materials, including wood, brick, and stone. Often the type and quality of the materials determines how compatible a ramp design will be with a historic property. Unpainted pressure-treated wood should not be used to construct ramps because it usually appears temporary and is not visually compatible with most historic properties.

Railings should be simple in design, distinguishable from other historic features, and should extend one foot beyond the sloped area.

Ramp landings must be large enough for wheelchair users, usually at least 5 feet by 5 feet (152.5 cm by 152.5 cm), and the top landing must be at the level of the door threshold. It may be possible to reset steps by creating a ramp to accommodate minor level changes and to meet the threshold without significantly altering a property's historic character. If a building's existing landing is not wide or deep enough to accommodate a ramp, it may be necessary to modify the entry to create a wider landing. Long ramps, such as switchbacks, require intermediate landings, and all ramps should be detailed with an appropriate edge and railing for wheelchair users and visually impaired individuals.

Temporary or portable ramps are usually constructed of light-weight materials and, thus, are rarely safe or visually compatible with historic properties. Moreover, portable ramps are often stored until needed and, therefore, do not meet accessibility requirements for independent access. Temporary and portable ramps, however, may be an acceptable interim solution to improve accessibility until a permanent solution can be implemented.

Installing Wheelchair Lifts

Platform lifts and inclined stair lifts, both of which accommodate only one person, can be used to overcome changes of elevation ranging from three to 10 feet (.9 m–3 m) in height. However, many States have restrictions on the use of wheelchair lifts, so all applicable codes should be reviewed carefully before installing one. Inclined stair lifts, which carry a wheelchair on a platform up a flight of stairs, may be employed selectively. They tend to be visually intrusive, although they are relatively reversible. Platform



A new elevator entrance was provided next to the stairs to provide universal access to the services inside. Photo: Courtesy, GSA.

can be used when there is inadequate space for a ramp. However, such lifts should be installed in unobtrusive locations and unobtrusive covers to minimize maintenance if at all possible. A similar, but more expensive platform lift has a retracting railing that lowers the ground, minimizing the visual effect to historic properties. Mechanical lifts have drawbacks at historic properties with high public visitation because their capacity is limited, they sometimes cannot be operated independently, and they require frequent maintenance.

Considering a New Entrance

When it is not possible to modify an existing entrance, it may be possible to develop a new entrance by creating an entirely new opening in an appropriate location, or by using a secondary window for an opening. This solution should only be considered after exhausting all possibilities for modifying existing entrances.

Retrofitting Doors

Historic doors generally should not be replaced, nor should door frames on the primary elevation be widened, as this may alter an important feature of a historic design. However, if a building's historic doors have been removed, there may be greater latitude in designing a compatible new entrance. Most accessibility standards require at least a 32" (82 cm) clear opening with manageable door opening pressures. The most desirable preservation solution to improve accessibility is retaining historic doors and upgrading the door pressure with one of several devices. Automatic door openers (operated by push buttons, mats, or electronic eyes) and power-assisted door openers can eliminate or reduce door pressures that are accessibility barriers, and make single or double-leaf doors fully operational.

Adapting Door Hardware

If a door opening is within an inch or two of meeting the 32" (81 cm) clear opening requirement, it may be possible to replace the standard hinges with off-set hinges to increase the size of the door opening as much as 1 1/8" (3.8 cm). Historic hardware can be retained in place, or adapted with the addition of an automatic opener, of which there are several types. Door hardware can also be retrofitted to reduce door pressures. For example, friction hinges can be retrofitted with ball-bearing inserts, and door closers can be rethreaded to reduce the door pressure.

Altering Door Thresholds

A door threshold that exceeds the allowable height, generally 1/2" (1.3 cm), can be altered or removed with one that meets applicable accessibility requirements. If the threshold is deemed to be significant, a bevel can be added on each side to reduce its height. Another solution is to replace the threshold with one that meets applicable accessibility requirements and is visually compatible with the historic entrance.

Readily Achievable Accessibility Options

Many accessibility solutions can be implemented easily and inexpensively without destroying the significance of historic properties. While it may not be possible to undertake all of the modifications listed below, each change will improve accessibility.

Sites and Entrances

- Creating a designated parking space.
- Installing ramps.
- Making curb cuts.

Interiors

- Repositioning shelves.
- Rearranging tables, displays, and furniture.
- Repositioning telephones.
- Adding raised markings on elevator control buttons.
- Installing flashing alarm lights.
- Installing offset hinges to widen doorways.
- Installing or adding accessible door hardware.
- Adding an accessible water fountain, or providing a paper cup dispenser at an inaccessible water fountain.

Restrooms

- Installing grab bars in toilet stalls.
- Rearranging toilet partitions to increase maneuvering space.



This door handle has been retrofitted to meet ADA requirements. Photo: NPS files.

- Insulating lavatory pipes under sinks to prevent burns.
- Installing a higher toilet seat.
- Installing a full-length bathroom mirror.
- Repositioning the paper towel dispenser.

Moving Through Historic Interiors

Persons with disabilities should have independent access to all public areas and facilities inside historic buildings. The extent to which a historic interior can be modified depends on the significance of its materials, plan, spaces, features, and finishes. Primary spaces are often more difficult to modify without changing their character. Secondary spaces may generally be changed without compromising a building's historic character. Signs should clearly mark the route to accessible restrooms, telephones, and other accessible areas.

Installing Ramps and Wheelchair Lifts

If space permits, ramps and wheelchair lifts can also be used to increase accessibility inside buildings. However, some States and localities restrict interior uses of wheelchair lifts for life-safety reasons. Care should be taken to install these new features where they can be readily accessed. Ramps and wheelchair lifts are described below.

Upgrading Elevators

Elevators are an efficient means of providing accessibility between floors. Some buildings have existing historic elevators that are not adequately accessible for persons with disabilities because of their size, location, or detailing, but they may also contribute to the historical significance of a building. Significant historic elevators can usually be upgraded to improve accessibility. Control panels can be modified with a "wand" on a cord to make the control panel accessible, and timing devices can usually be adjusted.

Retrofitting Door Knobs

Historic door knobs and other hardware may be difficult to grip and turn. In recent years, lever-handles have been developed to replace door knobs. Other lever-handle devices can be added to existing hardware. If it is not possible or appropriate to retrofit existing door knobs, doors can be left open during operating hours (unless doing so would violate life safety codes), and power-assisted door openers can be installed. It may only be necessary to retrofit specific doorknobs to create an accessible path of travel and accessible restrooms.

Modifying Interior Stairs

Stairs are the primary barriers for many people with disabilities. However, there are some ways to modify stairs to assist people who are able to navigate them. It may be appropriate to add hand railings if none exist. Railings should be 1 ½" (3.8 cm) in diameter and return to the wall so straps and bags do not catch. Color-contrasting, slip-resistant strips will help people with visual impairments. Finally, beveled or closed risers are recommended unless the stairs are highly significant, because open risers catch feet.

Building Amenities

Some amenities in historic buildings, such as restrooms, seating, telephones, drinking fountains, counters, may contribute to a building's historic character. They will often require modification to improve their use by persons with disabilities. In many cases, supplementing existing amenities, rather than changing or removing them, will increase access and minimize changes to historic features and materials.

Upgrading Restrooms

Restrooms may have historic fixtures such as sinks, urinals, or marble partitions that can be retained in the process of making modifications. For example, larger restrooms can sometimes be reconfigured by relocating or combining partitions to create an accessible toilet stall. Other changes to consider are adding grab bars around toilets, covering hot water pipes under sinks with insulation to prevent burns, and providing a sink, mirror, and paper dispenser at a height suitable for wheelchair users. A unisex restroom may be created if it is technically infeasible to create two fully accessible restrooms, or if doing so would threaten or destroy the significance of the building. It is important to remember that restroom fixtures, such as sinks, urinals, and partitions, may be historic, and therefore, should be preserved whenever possible.

Modifying Other Amenities

Other amenities inside historic buildings may require modification. Seating in a theater, for example, can be made accessible by removing some seats in several areas. New seating that is accessible can also be added at the end of existing rows, either with or without a level floor surface. Readily removable seats may be installed in wheelchair spaces when the spaces are not required to accommodate wheelchair users. Historic water fountains can be retained and new, two-tiered fountains installed if space permits. If public telephones are provided, it may be necessary to install at least a Text Telephone (TT), also known as a Telecommunication



A retractable lift for this historic building foyer was created using "like" materials. Photo: NPS files.

Device for the Deaf (TDD. Historic service counters commonly found in banks, theaters, and hotels generally should not be altered. It is preferable to add an accessible counter on the end of a historic counter if feasible. Modified or new counters should not exceed 36" (91.5 cm) in height.

Considering a New Addition as an Accessibility Solution [return to top ▲](#)

Many new additions are constructed specifically to incorporate modern amenities such as elevators, restrooms, fire stairs, and new mechanical equipment. These new additions often create opportunities to incorporate access for people with disabilities. It may be possible, for example, to create an accessible entrance, path to public levels via a ramp, lift, or elevator. However, a new addition has the potential to change a historic property's appearance and destroy significant building and landscape features. Thus, all new additions should be compatible with the size, scale, and proportions of historic features and materials that characterize a property.

New additions should be carefully located to minimize connection points with the historic building, such that if the addition were to be removed in the future, the essential form and integrity of the building would remain intact. On the other hand, new additions should also be conveniently located near parking that is connected to an accessible route for people with disabilities. As new additions are incorporated, care should be taken to protect significant landscape features and archeological resources. Finally, the design for any new addition should be differentiated from the historic design so that the property's evolution over time is clear. New additions frequently make it possible to increase accessibility, while simultaneously reducing the level of change to historic features, materials, and spaces.

Making Historic Landscapes Accessible [return to top ▲](#)

To successfully incorporate access into historic landscapes, the planning process is similar to that of other historic properties. Careful research and inventory should be undertaken to determine which materials and features convey the landscape's historical significance. As part of this evaluation, those features that are character-defining (topographical variation, vegetation, circulation, structures, furnishings, objects) should be identified. Historic finishes, details, and materials that also contribute to a landscape's significance should also be documented and evaluated prior to determining an approach to landscape accessibility. For example, aspects of the pedestrian circulation system that need to be understood include walk width, aggregate size, pavement pattern, texture, relief, and joint details. The context of the walk should be understood including its edges and surrounding area. Modifications to surface textures or widths of pathways can often be made with minimal effect on significant landscape features.

Additionally, areas of secondary importance such as altered paths should be identified-especially those where the accessibility modifications will not destroy a landscape's significance. By identifying those features that are contributing or non-contributing, a sympathetic circulation experience can then be developed.

After assessing a landscape's integrity, accessibility solutions can be considered. Full access throughout a historic landscape may not always be possible. Generally, it is easier to provide accessibility to larger, more open sites where there is a greater variety of public experiences. However, when a landscape is uniformly steep, it may only be possible to make discrete portions of a historic landscape accessible, and viewers may only be able to experience the landscape from selected vantage points along a prescribed pedestrian or vehicular access route. When defining such a route, the interpretive value of the user experience should be considered; in other words, does the route provide physical or visual access to those areas that are critical to understand the meaning of the landscape?

Federal Accessibility Laws [return to top ▲](#)



The automatic door to this museum building is a practical solution for

Today, few building owners are exempt from providing accessibility for people with disabilities. Before making any accessibility modification, it is imperative to determine which laws and codes are applicable. In addition to local and State accessibility codes, the following federal accessibility laws are currently in effect:

Architectural Barriers Act (1968)

The Architectural Barriers Act stipulates that all buildings designed, constructed, and altered by the Federal Government, or with federal assistance, must be accessible. Changes made to federal buildings must meet the Uniform Federal Accessibility Standards (UFAS). Special provisions are included in UFAS for historic buildings that would be threatened or destroyed by meeting full accessibility requirements.

Rehabilitation Act (1973)

The Rehabilitation Act requires recipients of federal financial assistance to make their programs and activities accessible to everyone. Recipients are allowed to make their properties accessible by altering their building, by moving programs and activities to accessible spaces, or by making other accommodations.

universal entry. Photo: NPS files.

Americans with Disabilities Act (1990)

Item #2.

Historic properties are not exempt from the Americans with Disabilities Act (ADA) requirements. To the greatest extent possible, historic buildings must be as accessible as non-historic buildings. However, it may not be possible for some historic properties to meet the general accessibility requirements.

Under Title II of the ADA, State and local governments must remove accessibility barriers either by shifting services and programs to accessible buildings, or by making alterations to existing buildings. For instance, a licensing office may be moved from a second floor to an accessible first floor space, or if this is not feasible, a mail service might be provided. However, State and local government facilities that have historic preservation as their main purpose-State-owned historic museums, historic State capitols that offer tours-must give priority to physical accessibility.

Under Title III of the ADA, owners of "public accommodations" (theaters, restaurants, retail shops, private museums) must make "readily achievable" changes; that is, changes that can be easily accomplished without much expense. This might mean installing a ramp, creating accessible parking, adding grab bars in bathrooms, or modifying door hardware. The requirement to remove barriers when it is "readily achievable" is an ongoing responsibility. When alterations, including restoration and rehabilitation work, are made, specific accessibility requirements are triggered.

Recognizing the national interest in preserving historic properties, Congress established alternative requirements for properties that cannot be made accessible without "threatening or destroying" their significance. A consultation process is outlined in the ADA's Accessibility Guidelines for owners of historic properties who believe that making specific accessibility modifications would "threaten or destroy" the significance of their property. In these situations, after consulting with persons with disabilities and disability organizations, building owners should contact the State Historic Preservation Officer (SHPO) to determine if the special accessibility provisions for historic properties may be used. Further, if it is determined in consultation with the SHPO that compliance with the minimum requirements would also "threaten or destroy" the significance of the property, alternative methods of access, such as home delivery and audio-visual programs, may be used.

Summary and References [return to top ▲](#)

Historic properties are irreplaceable and require special care to ensure their preservation for future generations. With the passage of the Americans with Disabilities Act, access to historic properties open to the public is a now civil right, and owners of historic properties must evaluate existing buildings and determine how they can be made more accessible. It is a challenge to evaluate properties thoroughly, to identify the applicable accessibility requirements, to explore alternatives and to implement solutions that provide independent access and are consistent with accepted historic preservation standards. Solutions for accessibility should not destroy a property's significant materials, features and spaces, but should increase accessibility as much as possible. Most historic buildings are not exempt from providing accessibility, and with careful planning, historic properties can be made more accessible, so that all citizens can enjoy our Nation's diverse heritage.

Acknowledgements

Thomas C. Jester is an Architectural Historian with the Preservation Assistance Division of the National Park Service. Sharon C. Park, AIA, is the Senior Historical Architect with the Preservation Assistance Division, National Park Service.

The authors wish to thank Charles A. Birnbaum, ASLA, Historical Landscape Architect with the Preservation Assistance Division, National Park Service, for contributing the section on historic landscapes. The authors gratefully acknowledge the invaluable comments made by the following individuals who reviewed the draft manuscript: William Smith, Massachusetts Historical Commission; Kay Weeks, H. Ward Jandl, Michael Auer, and Charles A. Birnbaum, Preservation Assistance Division, National Park Service; Clare Adams, New York Department of Parks, Recreation and Historic Preservation; Lauren Bowlin, Maryland Historical Trust; Tom Mayes, National Trust for Historic Preservation; Elizabeth Igleheart, Maine Historic Preservation Commission; Milford Wayne Donaldson, FAIA; Paul Beatty, U.S. Architectural and Transportation Barriers Compliance Board; Mid-Atlantic Regional Office, National Park Service; Western Regional Office, National Park Service.

This publication has been prepared pursuant to the National Historic Preservation Act of 1966, as amended, which directs the Secretary of the Interior to develop and make available information concerning historic properties. Technical Preservation Services (TPS), National Park Service prepares standards, guidelines, and other educational materials on responsible historic preservation treatments for a broad public.

September 1993

Reading List [return to top ▲](#)

Ballantyne, Duncan S. and Harold Russell Associates, Inc. *Accommodation of Disabled Visitors at Historic Sites in the National Park System*. Washington, D.C.: Park Historic Architecture Division, National Park Service, U.S. Department of the Interior, 1983.

Goldman, Nancy. Ed. *Readily Achievable Checklist: A Survey for Accessibility*. Boston: Adaptive Environments Center, 1993.

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Parrott, Charles. *Access to Historic Buildings for the Disabled*. Washington, D.C.: U.S. Department of the Interior, 1980.

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Smith, William D. and Tara Goodwin Frier. *Access to History: A Guide to Providing Access to Historic Buildings for People with Disabilities*. Boston: Massachusetts Historical Commission, 1989.

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M C L O U G H L I N

N E I G H B O R H O O D
A S S O C I A T I O N

DATE: September 26, 2022
 TO: Historic Review Board
 Christina Robertson-Gardiner, Senior Planner

FROM: McLoughlin Neighborhood Association

RE: Comments on HR-22-00010
 Revised ADA Ramp, 1020 5th Street

The McLoughlin Neighborhood Association has reviewed the application and offers the following feedback:

MNA concurs with Staff's recommendation to extend the application so the applicant can submit the required materials and analyses to develop a complete application.

MNA would like to add the following additional comments in support of the Staff Report:

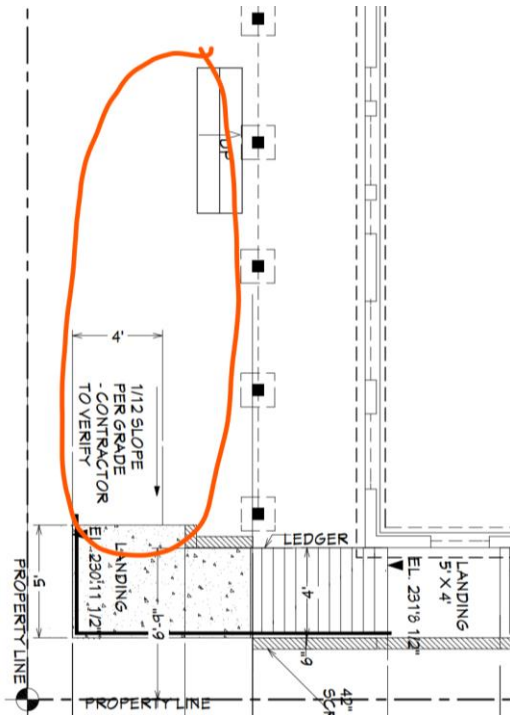
Please provide a narrative. The submitted email is not sufficient for proper review.

Please include in the application any other review memos that would support the application, such as the Building Official memo mentioned in the applicant's email.

The applicant continues to assert that an elevator would be cost prohibitive but has yet to provide any supporting documentation of this. It is imperative the alternatives analysis requested repeatedly by Staff include the complex proposed ramp in its entirety (ramp, guardrails, screening walls, landscaping, etc.). All elements associated with the ramp need to be included in this estimate in order to provide a valid basis for comparison to the other requested alternatives. Since the building is nearly completed, it is reasonable to assume the applicant has actual bids for this work and can easily include them in the alternatives analysis.

The ramp needs to tie into the public sidewalk and landing at front steps. These two elements have been constructed (Figure 4 photo). Show the completed public sidewalk and front step landing with elevations as needed to demonstrate a compliant segment of ramp in front of the building (red area in sketch below). Because there is limited space to accomplish this, the public sidewalk/private ramp tie-in needs to be designed (calculated and drawn accurately) to avoid non-compliant work being demolished and replaced. Please add this to the next submittal.

M c L O U G H L I N

N E I G H B O R H O O D
A S S O C I A T I O N

Staff's Analysis Overview indicates ADA access was not brought into discussion by the applicant early in the development. It should be noted that MNA expressed concerns regarding ADA access early on, but the applicant ignored the subject until the building was well under construction.

Thank you for your consideration.

From: [Christina Delbecques-Capitani](#)
To: [Christina Delbecques-Capitani](#)
Date: Tuesday, September 20, 2022 2:49:02 PM







From: [Christina Schubert-Carlson](#)
To: [Christina Schubert-Carlson](#)
Date: Tuesday, September 20, 2022 2:49:42 PM









From: [Christina Delaney-Carroll](#)
To: [Christina Delaney-Carroll](#)
Date: Tuesday, September 27, 2022 12:52:08 PM







From: [NWKayakgirl Kayak](#)
To: [Christina Robertson-Gardiner](#)
Subject: Re: Please send me a Zoom Link
Date: Tuesday, September 27, 2022 7:21:19 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you.

My statement at this time:

As an interested McLoughlin Neighbor that owns property adjacent to this building, I continue to ask the same questions and have yet to receive a clear response:

I wonder . . . if the owner is so adamant that this is just a residential building, why do they complain they can't afford to install commercial elevators? — just install residential lifts! We have asked several times to be shown the expenses for the interior elevator system that the owner claims are beyond their budget, and yet nothing is ever provided.

The owner is insistent that they need to adhere to commercial ADA requirements. If this is a residential building, why do they need to meet the "commercial" level laws? It is not necessary to create a monstrosity of a residential building for such a tiny little business. Keep the ramps and walkways looking residential.

I am supportive of assisted living centers in our community, and we have another such one on Madison street. Just because you are almost done shoving through on the work without complying with the recommendations, does not mean that the work is done. You are building this for an elderly vulnerable population that does not have a voice in the decisions you are making . . . ramps, elevators, lifts, exposed walkways.

Let's start working together to find a solution without circumventing the ADA requirements for a quick fix or creating a labyrinth of ramps when these future family members/residents deserve an interior elevator or lift to get to their homes. Let's find make sure there are safe means for escaping the building in an emergency. Let's make sure there is neighborhood-friendly parking for the workers and a private place for them to relax without creating "smoking" porches in our backyards.

Make this right. Make this part of our neighborhood that we live in. Make this safe for the residents that will live in it.

Thank you.

Jilene Modlin
 McLoughlin Neighborhood Resident

> On Sep 26, 2022, at 9:35 AM, Christina Robertson-Gardiner <crobertson@orc.org> wrote:

>

> Hi Jilene,

>

> The link is below.

>

> If you would like to speak tomorrow- please fill out the attached form and send it to me. If you would like to send written comments- please send them to be by 4PM tomorrow for me to be able to forward them to the Board before the meeting.

>

> Thanks!

>

> Oregon City Planning is inviting you to a scheduled Zoom meeting.

>
> Join Zoom Meeting
> <https://us02web.zoom.us/j/84485556277?pwd=TkhXSmV6R1Z6QUhNSXdqUjJPbTVwdz09>
>
> Meeting ID: 844 8555 6277
> Passcode: 421383
> One tap mobile
> +16699009128,,84485556277#,,,,*421383# US (San Jose)
> +17193594580,,84485556277#,,,,*421383# US
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> Dial by your location
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> +1 719 359 4580 US
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> +1 346 248 7799 US (Houston)
> +1 669 444 9171 US
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> +1 646 558 8656 US (New York)
> +1 646 931 3860 US
> +1 301 715 8592 US (Washington DC)
> +1 309 205 3325 US
> +1 312 626 6799 US (Chicago)
> +1 386 347 5053 US
> Meeting ID: 844 8555 6277
> Passcode: 421383
> Find your local number: <https://us02web.zoom.us/u/kbXiqLaqmp>
>
> Join Teams Meeting
> en-US
> https://teams.microsoft.com/l/meetup-join/19%3ameeting_ODU4MTkxMDktOWEzMC00MWE3LTk2M2MtMjg5YTcyYzcyOGY3%40thread.v2/0?context=%7b%22Tid%22%3a%223fb96906-e10c-469e-8fff-c2c7818e0096%22%2c%22Oid%22%3a%2272170e35-015f-4ed6-a88a-b1e48ef11884%22%7d
> Meeting ID: 227 308 824 610
>
> If you need a local number, get one here. And if you've forgotten the dial-in PIN, you can reset it.
>
>
>
>
>
>
> -----Original Message-----
> From: Aquilla Hurd-Ravich <ahurdravich@orccity.org>
> Sent: Monday, September 26, 2022 9:29 AM
> To: NWKayakgirl Kayak <nwkayakgirl@gmail.com>; Planning <planning@orccity.org>
> Subject: RE: Please send me a Zoom Link
>
> Hi Jilene,
> I'm checking to see if you received what you needed yet?
>
> -Aquilla
>
>
> -----Original Message-----
> From: NWKayakgirl Kayak <nwkayakgirl@gmail.com>
> Sent: Saturday, September 24, 2022 10:29 AM
> To: Planning <planning@orccity.org>
> Subject: Please send me a Zoom Link
>

> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

>

> Thank you for sending me a Zoom Link.

>

> Jilene

>

> <Testimony form fillable.pdf>

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How Much Does a Stair Lift Cost to Install?

If you or a family member are struggling to navigate the stairs, installing a stair lift can be a helpful solution. Stair lift costs range between \$2,000 and \$15,000, with the national average at \$6,000.

By [Katie Flannery](#) | Updated Jul 19, 2022 6:07 PM



Photo: [depositphotos.com](#)

- **Typical Range:** \$2,000 to \$15,000
- **National Average:** \$6,000

If you or a family member are having difficulty navigating up and down stairs due to an injury, illness, or mobility issues, a stair lift may be the solution. A stair chair lift is a motor-operated device that follows a track up and down the stairs to assist someone who is unable to navigate the stairs in their home. [According to HomeAdvisor](#), stair lift costs range between \$2,000 and \$15,000, with the national average at \$6,000. The price can vary because of the style and length of the lift; a curved or extended lift can cost between \$9,000 and \$15,000, but a standard straight lift shorter than 15 feet might only cost between \$2,000 and \$6,000. The benefits of installing a stairlift outweigh the price for many homeowners. Having a stairlift ensures independence and safety for those who need it.

Think it's time to install a stair lift?

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Factors in Calculating Stair Lift Cost

Many factors impact stair lift cost. Prices differ from the national average due to staircase type, shape, length, installation and labor costs, lift and seat type, power source, and brand.

Staircase Type, Shape, and Length

Stairs come in different shapes, and there are varying stair lift types to accommodate, including straight, curved, platform, and outdoor. Straight stairs generally cost the least to fit with a lift, and curved staircases cost the most. If the staircase has landings, the lift will require a longer track, and the overall cost will

be higher.

Installation and Labor

Installation costs can run between \$1,000 and \$5,000 for many stair lift models. Prices can be higher if the stairs are steeper than average or if the lift is installed on outdoor steps made of natural materials like earth or stone. On occasion, additional work needs to be completed to install a stair lift, which can drive up the installation price. For example, installing wiring can cost between \$600 and \$2,200, building a new wall can run from \$1,000 to \$2,700, repairing drywall is \$300 to \$800, and replacing or upgrading an electrical panel ranges from \$600 to \$1,800.

Labor costs are typically included with the installation price since stair lifts need to be installed by a professional from either the company you purchased the lift from or someone from the manufacturer. If you decide to hire a third party to install the lift, labor costs usually run between \$75 to \$100 per hour.

Type of Stair Lift and Seat

Stair chair lifts are available with different types of seats. The seat affects how much space the lift takes up on the stairway and how comfortable it is to ride. Here are some available seat options and the average prices.

- **Perch seat.** A stair lift with a perch seat typically costs between \$2,500 and \$20,000. One of the newest advances in stair lift seating, a perch seat saves space by allowing the user to lean against the seat in a partially standing position while riding up and down the stairs. While these are not ideal for those with significant mobility or balance issues, this type of stair lift saves a considerable amount of space for smaller or narrow spaces where a standard lift wouldn't fit.
- **Collapsible seat.** Collapsible seat stair lifts cost between \$2,000 and \$20,000. One of the most popular styles of lift seating, the seat (and usually the footrests and armrests) fold up to save space when it's not in use. This is an excellent option for those with a narrow staircase or who want to reduce the overall stair lift footprint.
- **Angled seat.** Stair lifts with an angled seat can range between \$3,000 and \$20,000. Angled seat lift chairs tilt backward slightly, so the user feels more

stable while using the lift. These are popular for those with significant mobility issues.

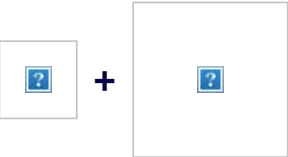
Item #2.

- **Swivel seat.** The average cost for a stair lift with a swivel seat is \$2,500 to \$20,000. A swivel seat pivots at the bottom or top of the stairs to allow the user to get out of the lift without twisting. The seat locks to prevent turning while moving up and down the stairs. Some high-end models will swivel automatically, and others must be moved manually.

Does a loved one need a stair lift?

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Power Source

Stairlifts can be battery powered or connected to an electrical outlet. Battery-operated lifts can work during a power outage, and the electric-powered ones need a battery backup if the power goes out. Electric stairlifts will cost more up front because they require more electrical wiring work, and they also cost more money to run. Electric stair lifts don't require as much maintenance as a battery-operated lift; however, a battery-operated lift needs regular battery health checks.

Brand

When deciding on a stair lift for your home, there are several options to choose from. Most manufacturers make both straight and curved lifts, but it's essential to check and ensure that the brand you choose creates a lift that will work for your needs. Here are a few trusted brands of home stair lifts and their average prices.

- AmeriGlide: \$2,000 to \$5,000
- Acorn: \$2,500 to \$5,500
- Bruno: \$3,000 to \$6,000

Stannah: \$3,000 to \$6,000

Item #2.



Photo: depositphotos.com

Additional Costs and Considerations

When budgeting for stair lift costs, it’s helpful to know any additional price factors and considerations that can increase the total cost. These can include pricing differences with renting or buying, buying a new or pre-owned lift, customizations and add-ons, outdoor lifts, and maintenance costs.

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Renting vs. Buying

If you or a family member need a stair lift for a short period while recovering from surgery or an injury, renting a lift is an option. The cost to rent a lift runs from \$300 to \$500 per month, not including installation or removal fees. Many stair lift

companies require a minimum 3-month rental agreement. Keep in mind that the installation fee can run from \$400 to \$700, removal can cost between \$300 and \$600, a refundable deposit ranges from \$500 to \$1,000, and the 3-month rental averages between \$900 and \$1,500.

Pre-Owned vs. New

Pre-owned stairlifts are available to buy for a reduced price. These lifts have been previously rented and are in excellent condition. The lifts are subjected to rigorous inspections to ensure they’re safe and in good working order. The overall price can vary depending on the brand, model, and type, but average savings can range from \$500 to \$1,500 off the cost of a new lift. It may be challenging to find a pre-owned stair lift for a curved staircase, however, since the lift track needs to be custom-made.

Customizations and Add-Ons

Custom add-ons to a stair chair lift will increase the overall price. Some of these customizations may be necessary, such as a custom track for a curved staircase or a staircase with multiple landings. These customizations can add between \$1,000 and \$10,000 to the installation price, depending on the complexity of the stairs. Some straight stair lift tracks can accommodate up to 70 feet, but anything longer can add \$50 to \$75 per linear foot. Stair lifts can typically handle users up to 250 pounds, but a heavy-duty lift may be needed for those who use wheelchairs or weigh over 250 pounds. Purchasing a heavy-duty stair lift can start at \$5,000 and range up to \$20,000 for lifts that can support over 400 pounds.

Outdoor Stair Lifts

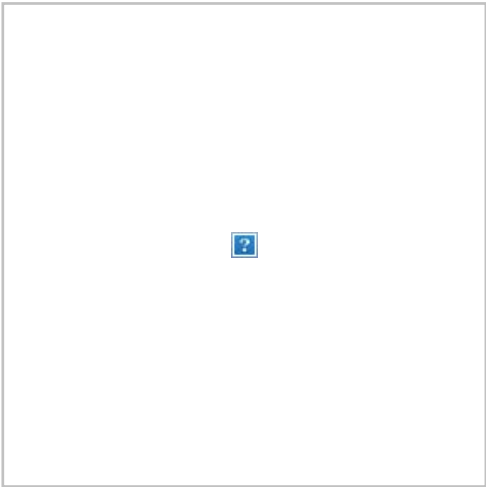
Depending on the length, installing a stair lift outside can range from \$2,000 to \$10,000. Different materials are required for an outdoor lift to withstand extreme temperatures, rain, snow, dirt, and grime and still work correctly.

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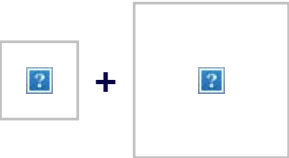
Maintenance

It’s recommended that a stair lift be professionally inspected once a year to ensure it’s in safe working order. Stair lift companies usually offer yearly maintenance inspections for between \$100 and \$200, and some retailers provide 24-hour emergency service. Be sure to ask the installer what services are offered.

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Stair Lift Cost Types

There are various types of stair lifts, and they vary by the kind of stairs they’re designed for and how they’re powered.

Battery-Operated vs. Electric Stair Lifts

The cost of a battery-powered lift ranges between \$3,000 and \$5,000. The price reflects the ease of installation because the lift doesn’t need additional wiring. A battery-operated lift will charge when it’s not in use at the charging station at the

bottom of the stairs. While a battery-operated lift will save more money in electricity costs in the long run, this type of lift requires regular battery checks and maintenance.

Electric stair lifts can average between \$4,000 and \$7,000. An electric lift plugs into an outlet to power it up and down the stairs. If there is no outlet in the stairwell, one will have to be installed, which will raise the overall installation cost. This type of stair lift typically comes with a backup battery in the event of a power outage.

Straight Stair Lift

Straight lifts are the most common type of stair lift. They're fitted to a straight staircase that doesn't bend or curve. These lifts are the easiest to install and typically run between \$2,000 and \$8,000.



Photo: [istockphoto.com](https://www.istockphoto.com)

Curved Stair Lift

Curved stair lifts are the most expensive type of lifts. They are custom-designed to fit the contours of the staircase. These can run between \$8,000 to \$20,000. For homes that have a staircase with one or more landings, an alternative to a curved lift would be two straight stairlifts, which could save thousands of dollars.

Platform Stair Lift

A platform stair lift is designed for wheelchair users to maneuver up and down the stairs. A wheelchair can be placed on a size-appropriate platform to transport users to different floors. Platform lifts can be used with both straight and curved lifts, with the price dependent on the length and type of staircase. These can cost between \$5,000 and \$20,000.

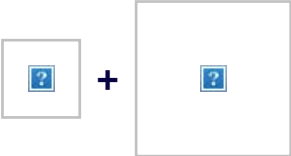
Outdoor Stair Lift

Outdoor stair lifts can range between \$4,000 and \$12,000. These lifts must withstand harsh weather conditions and still work properly, so the price is generally higher than for straight indoor lifts.

Stair lifts make life easier.

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When to Consider Getting a Stair Lift

As we age, stairs become more challenging to navigate. If you or a family member is recovering from an injury or surgery, have mobility issues, are frightened to navigate the stairs, or don't have the strength to go up and down the staircase anymore, a stair lift may be the solution.

Health and Safety Concerns

A stair lift is a safe way for those with health and safety concerns to navigate stairs. Going up and down the stairs can be dangerous and result in serious injury for those with mobility and balance issues. A motorized lift is the safest option for accessing different levels of the home.

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Reduced Mobility

Joint pain can make climbing the stairs difficult. Suppose you or a family member are experiencing knee or hip pain, joint stiffness, muscle weakness, reduced lung capacity, or are recovering from surgery. In that case, a stair lift can help regain independence.

Aging in Place

Many seniors prefer to remain in their own homes rather than move into a senior living community. A stair lift provides the option to stay at home and utilize all levels of the living space instead of just one floor. A stair lift is also a more affordable option than selling a home and finding a new one-story place to live in.

Benefits of Getting a Stair Lift

Joint pain, stability issues, lack of strength, and limited mobility can accompany aging and make stairs difficult. A stair lift is a worthwhile investment and has many benefits.

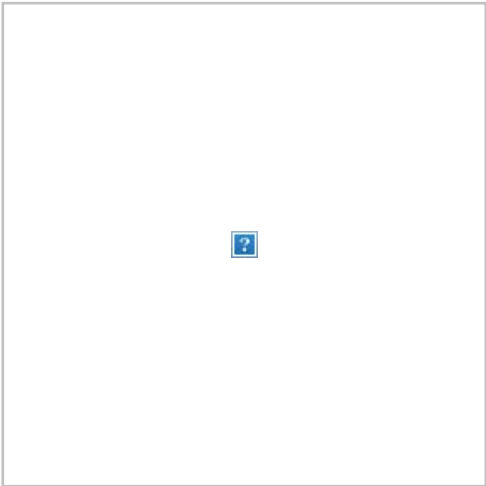
Injury Prevention

A stair lift can help prevent an injury due to falling while navigating up or down the stairs. Those with balance issues may have trouble judging the distance between steps and trip and fall. A stair lift has a built-in safety belt that will keep the user safe and avoid injury while transporting them to different levels of the home.

Ease of Use and Comfort

Most users find a stair lift easy to use: sit in the seat, fasten the safety belt, and hold the switch to go up or down the stairs. To stop the lift, simply release the switch. Some stair lifts come with a remote, which is especially helpful if more than one person uses the lift. If you’re at the top of the stairs and the lift is at the bottom, the remote will power the stair lift up to you. The seat is padded and comes with adjustable padded armrests and footrests to ensure a comfortable experience.

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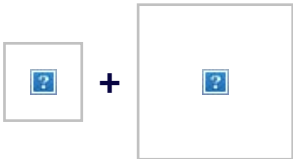
Independence

Sometimes stairs can prevent someone from using all the levels of their home, limiting them to living on one level. A stair lift can help restore a feeling of independence, as it allows the user access to all stories of the home since stairs will no longer be a hindrance.

Does a loved one want to maintain their independence?

A stair lift may be the answer. Get free, no-commitment project estimates from top-rated experts near you.

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Relatively Affordable Aging in Place Option

A stair lift is a brilliant solution for those who prefer to age at home instead of moving to an assisted living facility or a senior living community. Although the expense of installing a stair lift can quickly add up, it is less expensive than moving to a single-floor home.

Stair Lift Installation: DIY vs. Hiring a Professional

While it may be tempting to buy a DIY stair lift to save some money, installing a stair lift as a DIY project is not recommended. Even though it's easy to use and operate, a stair lift is a complex piece of assistive technology. It needs to be professionally installed to ensure the user's safety. Professional installers undergo rigorous training, and they're qualified and experienced to install the lift in as little as 4 to 5 hours. It may take a bit longer to install a lift on an extra-long set of stairs. Since a staircase rarely has an electrical outlet nearby, new wiring may need to be installed before the stair lift. It's always recommended that a professional handle new wiring and outlet installation.

How to Save Money on a Stair Lift

Stair lift costs can be high, and the additional fees associated with the installation can quickly add up. One way to save money on stair lift costs is to buy the cheapest lift, but there are other ways to save without giving up the options you want.

- **Get at least three quotes.** Getting multiple quotes from reputable companies can help you get the best price on stair lift costs.
- **Negotiate.** Some companies offer promotions and will negotiate the installation price to fit within your budget.
- **Only get what you need.** The extra bells and whistles that come with high-end stair lifts are tempting, but the additional costs can quickly drain a budget. Ask for itemized pricing on the stair lifts you're interested in so you can cut the add-ons that you don't need.
- **Medicare coverage.** Standard Medicare doesn't cover stair lift costs, but specific Medicare Advantage plans might. This coverage changes year to year, so it's essential to see what expenses are covered when installing a stair lift.
- **Research grants.** Look to see if there are stair lift grants in your area. If you qualify, it can help save on installation costs.
- **Go used.** Purchasing a previously used stair lift can save significantly more money than buying a new lift.

Questions to Ask About Stair Lift Installation

Asking the right questions about stair lift costs can minimize miscommunication

and save money. Here are some questions to ask when pricing installation for a stair lift.

Item #2.

- Is your company insured?
- Do you have referrals?
- What kind of training do the installation professionals have?
- Who will install the stair lift?
- What kind of stair lift do I need?
- Do you provide an itemized estimate?
- What is the total cost?
- Is the lift easy to use?
- What are the stair lift safety features?
- Will other people still be able to use the staircase?
- What maintenance programs do you offer?

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FAQs

Deciding on stair lift installation while staying within your budget can be a daunting process. Here are some frequently asked questions about stair lift costs to help guide you in your decisions.

Q. Does Medicare pay for stair lifts?

Original Medicare does not pay for stair lifts, although some Medicare Advantage plans may assist. This coverage changes from year to year, so check with your

state’s program to see what is covered.

Q. Does insurance cover stair lifts?

Insurance typically does not cover stair lifts, although some types of disability or auto insurance may pay some of the cost due to injury or disability. Always double-check to see what your insurance plan says about stair lifts.

Q. Is there an alternative to a stair lift?

Some alternatives to a stair lift include moving to a one-story home or a senior living community, relying on others to help go up and down the stairs, living in one level of your home, remodeling your home, or installing an elevator or stair climbing aid.

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Q. How do I qualify for a free stair lift?

If you have a Medicare Advantage plan, research to see if it will cover part or all of the cost for a stair lift. The coverage changes from year to year, so check often. Medicaid, VA Health Care benefits, and grants from the Department of Housing and Urban Development offer assistance for stair lift installation costs.

Q. Can a stair lift be fitted to any stairs?

Stair lifts can be installed on just about any staircase, although some may be more expensive because the lift needs to be custom-built to accommodate the

curves and turns.

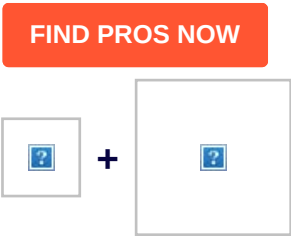
Item #2.

Q. How long does it take to install a stair lift?

A straight stair lift can be installed in about 2 to 3 hours, and a curved lift can take between 4 and 5 hours or more, depending on the difficulty or length of the staircase.

Sources: [HomeAdvisor](#), [Fixr](#), [Bruno](#), [HomeServe](#),

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