



CITY OF OREGON CITY HISTORIC REVIEW BOARD AGENDA

Virtual Meeting
Tuesday, September 27, 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 22-00031: HR-22-00010 Exterior Alterations to an Approved Project (columns) 1020 5th Street
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: 9/27/2022

From: Christina Robertson-Gardiner, Senior Planner

SUBJECT: GLUA 22-00031: HR-22-00010 exterior alterations to an approved project (columns) 1020 5th Street

STAFF RECOMMENDATION: Staff recommends conditional approval of GLUA 22-00031: HR-22-00010

BACKGROUND: The Applicant is requesting a revision to the approved plans in HR 20-0001 to allow rounded fiberglass columns instead of the approved square columns. The Applicant had submitted a previous plan that may have shown rounded columns, but it is unclear from the adopted plans, the design style of the columns. Staff recommended the Applicant return for a small revision to the original Approval through a new application (22-00010) to confirm the style and material of the columns through a new Historic Review Board Public Hearing.

Staff finds the request reasonable, as outlined in the staff report findings.



**Historic Review
Staff Report and Recommendation
September 20, 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-22-00010 exterior alterations to an approved project (columns)

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 alteration to the front porch to utilize rounded columns instead of the approved square columns

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

RECOMMENDATION: Staff recommends conditional approval of GLUA 22-00031: HR-22-00010

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.orccity.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.

1. The Applicant shall paint the columns to match the final color pallet of the building. (P)
2. The Applicant shall apply for and receive all applicable building permits for this proposal.
(B)

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

Applicant's Proposal

The Applicant is requesting a revision to the approved plans in HR 20-0001 to allow rounded fiberglass columns instead of the approved square columns. The Applicant had submitted a previous plan that may have shown rounded columns, but it is unclear from the adopted plans, the design style of the columns. Staff recommended the Applicant return for a small revision to the original Approval through a new application (22-00010) to confirm the style and material of the columns through a new Historic Review Board Public Hearing.

Staff finds the request reasonable, as outlined in the staff report findings.



Figure 4 Existing condition of front and side elevations.- September 20, 2022



Figure 5 Approved front elevation (HR 20-0001)

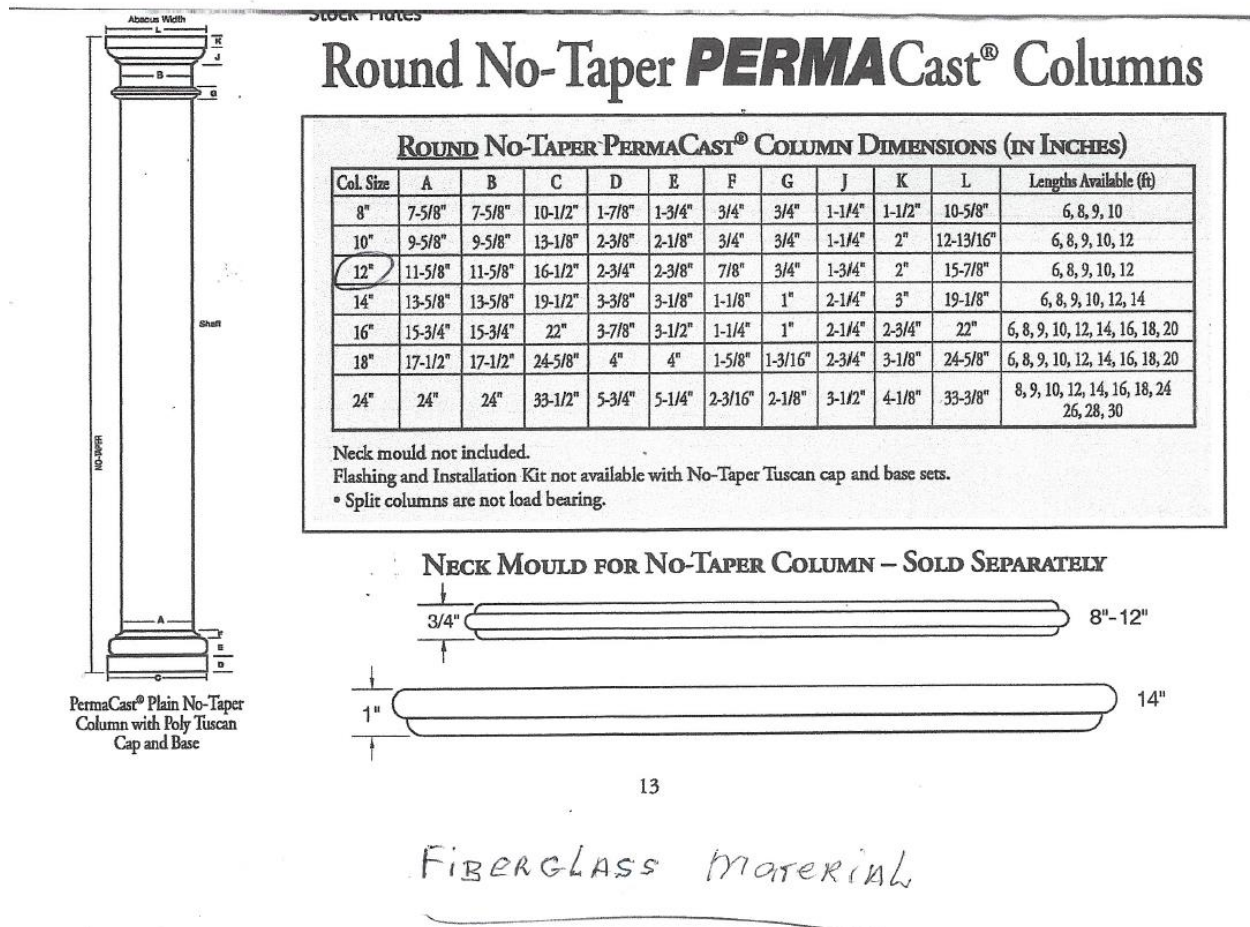


Figure 6- Applicant's proposed 12" rounded columns

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. No public comments have been received prior to publishing the staff report.

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 a 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 product specs, photos of neighboring houses with rounded columns, 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 as Conditioned. Please refer to HR 20-0001 for the original analysis of the architectural and siting approach of the project and its compliance with the criteria set for in OCMC 17.40 Historic Overlay District. This application is limited in nature to the design of the columns, which were approved as square columns and are now being proposed as rounded.

The Applicant is modifying an approved design with a design element that is found within the District, and while not evident on the few Foursquare houses in the McLoughlin Conservation District, it is a common element in Queen Anne, Queen Anne Vernacular, and Bungalow homes in the District. These home types were built between the 1890s and 1920s. Foursquares in Oregon were generally constructed between 1900-1915 and have evidence of the use of rounded columns as a design approach outside of the City. The lack of rounded columns in Foursquare buildings in the McLoughlin Conservation District derives more from the small number of buildings as a sample size than a specific design decision for Oregon City.

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 Applicant is modifying an approved design with a design element that is found within the District, and while not evident on the few Foursquare houses in the McLoughlin Conservation District, it is a common element in Queen Anne, Queen Anne Vernacular, and Bungalow homes in the District. These home types were built between the 1890s and 1920s. Foursquares in Oregon were generally constructed between 1900-1915 and have evidence of the use of rounded columns as a design approach outside of the City. The lack of rounded columns in Foursquare buildings in

the Mcloughlin Conversation District derives more from the small number of building as a sample size than a specific design decision for Oregon City.

2. 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 Applicant is modifying an approved plan with a design element that is found within the District, and, while not evident on the few Foursquare houses in the Mcloughlin Conversation District, it is a common element in Queen Anne, Queen Anne Vernacular, and Bungalow homes in the District. These home types were built between the 1890s and 1920s. Foursquares in Oregon were generally constructed between 1900-1915 and have evidence of the use of rounded columns as a design approach outside of the City. The lack of rounded columns in Foursquare buildings in the Mcloughlin Conversation District derives more from the small number of building as a sample size than a specific design decision for Oregon City. Staff finds that if painted, fiberglass columns are an appropriate material that can reasonably simulate wood exterior from public view and, if painted, will be an integrated front porch element.

CONCLUSION AND RECOMMENDATION

Staff recommends Approval with conditions of GLUA 22-00031: HR-22-00010 exterior alterations to an approved project (columns) 1020 5th Street.

EXHIBITS

1. Applicant Submittal (HR 22-0010)



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	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
ELD Process (OCMC 17.50.030.E) ☐ Expedited Land Division		Legislative Action (OCMC 17.50.170) ☐ Legislative

File Number(s):	Application Date: 08-01-2022
Project Name: YIP-RESIDANCE	
Proposed Land Use or Activity: COLUMNS VERIFICATION	# 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-31 DA 10900	

Applicant(s)	
Applicant(s) Signature: [Signature]	
Applicant(s) Name Printed: BOGDAN SMOLINETZ	Date: 08-01-2022
Mailing Address: 15730 SE BYBEE DR PORTLAND OR 97236	
Phone: 503-504-6754 Fax: 971-279-5606	Email: NWCUSTOMHOMES@YAHOO.CO

Property Owner(s) - See reverse for more than two Owners	
Property Owner #1	
Property Owner#1 Signature: [Signature]	
Property Owner#1 Name Printed: TERESA YIP	Date: 08-01-2022
Mailing Address: 5835 SW HAMILTON ST PORTLAND OR 97221	
Ownership Address: " "	
Phone: 971-258-8148 Fax:	Email: YIP7@GOL.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:	
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.

August 2, 2033

To: Oregon City Historic Review Board

From: Bogdan Smolinets
NW Custom Homes

Re: proposed new residential construction located at **1020 5th Street Oregon City OR 97045**.

This letter is to address the discrepancy in the architectural drawings for new residential construction at **1020 5th Street Oregon City OR 97045**, which have been filed with the Oregon City Building and Planning Department.

The discrepancy lies in the appearance of exterior columns: the original drawings show the exterior columns at the front elevation as round. In the 3D file submitted to the planning division, the columns are shown as square. The depiction of columns as square was in error. It is the homeowner's preference to use round columns, so this letter is intended to demonstrate that round columns are acceptable in the foursquare architectural style.

The American Foursquare is a two-story house with a rectangular footprint and a front porch that runs along the full width of the house. This architectural style underwent a variety of influences in different parts of the country, but the core principle of the style is its emphasis on the geometrical regularity and symmetry. Our research about this architectural style yielded no information on the preference for a certain type of columns as far as foursquare style is concerned. In fact, columns are almost never mentioned in the description of the style at all, leading us to conclude that column styles are not central to this architecture style. Since it's the owner's preference to use round columns, we have found a number of images of historic homes constructed in the foursquare style featuring round exterior columns. These images are enclosed herein.

We therefore ask the committee to approve the construction of a new residence at **1020 5th Street Oregon City OR 97045** with round columns, rather than the square ones as shown in the project 3D file.

Sincerely,



Bogdan Smolinets
NW Custom Homes

Stock Photos

Round No-Taper **PERMA**Cast® Columns

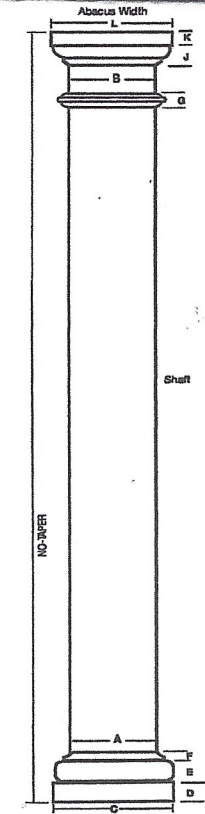
ROUND NO-TAPER PERMACAST® COLUMN DIMENSIONS (IN INCHES)

Col. Size	A	B	C	D	E	F	G	J	K	L	Lengths Available (ft)
8"	7-5/8"	7-5/8"	10-1/2"	1-7/8"	1-3/4"	3/4"	3/4"	1-1/4"	1-1/2"	10-5/8"	6, 8, 9, 10
10"	9-5/8"	9-5/8"	13-1/8"	2-3/8"	2-1/8"	3/4"	3/4"	1-1/4"	2"	12-13/16"	6, 8, 9, 10, 12
12"	11-5/8"	11-5/8"	16-1/2"	2-3/4"	2-3/8"	7/8"	3/4"	1-3/4"	2"	15-7/8"	6, 8, 9, 10, 12
14"	13-5/8"	13-5/8"	19-1/2"	3-3/8"	3-1/8"	1-1/8"	1"	2-1/4"	3"	19-1/8"	6, 8, 9, 10, 12, 14
16"	15-3/4"	15-3/4"	22"	3-7/8"	3-1/2"	1-1/4"	1"	2-1/4"	2-3/4"	22"	6, 8, 9, 10, 12, 14, 16, 18, 20
18"	17-1/2"	17-1/2"	24-5/8"	4"	4"	1-5/8"	1-3/16"	2-3/4"	3-1/8"	24-5/8"	6, 8, 9, 10, 12, 14, 16, 18, 20
24"	24"	24"	33-1/2"	5-3/4"	5-1/4"	2-3/16"	2-1/8"	3-1/2"	4-1/8"	33-3/8"	8, 9, 10, 12, 14, 16, 18, 24 26, 28, 30

Neck mould not included.

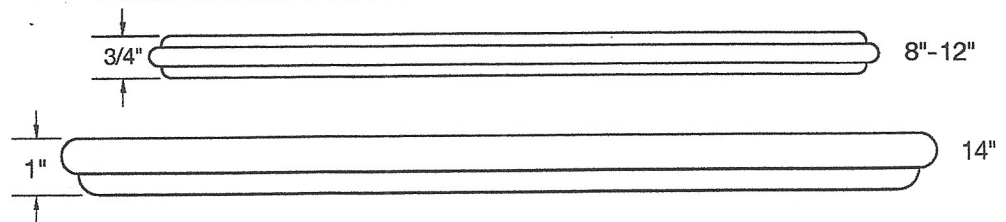
Flashing and Installation Kit not available with No-Taper Tuscan cap and base sets.

• Split columns are not load bearing.



PermaCast® Plain No-Taper
Column with Poly Tuscan
Cap and Base

NECK MOULD FOR NO-TAPER COLUMN – SOLD SEPARATELY



13

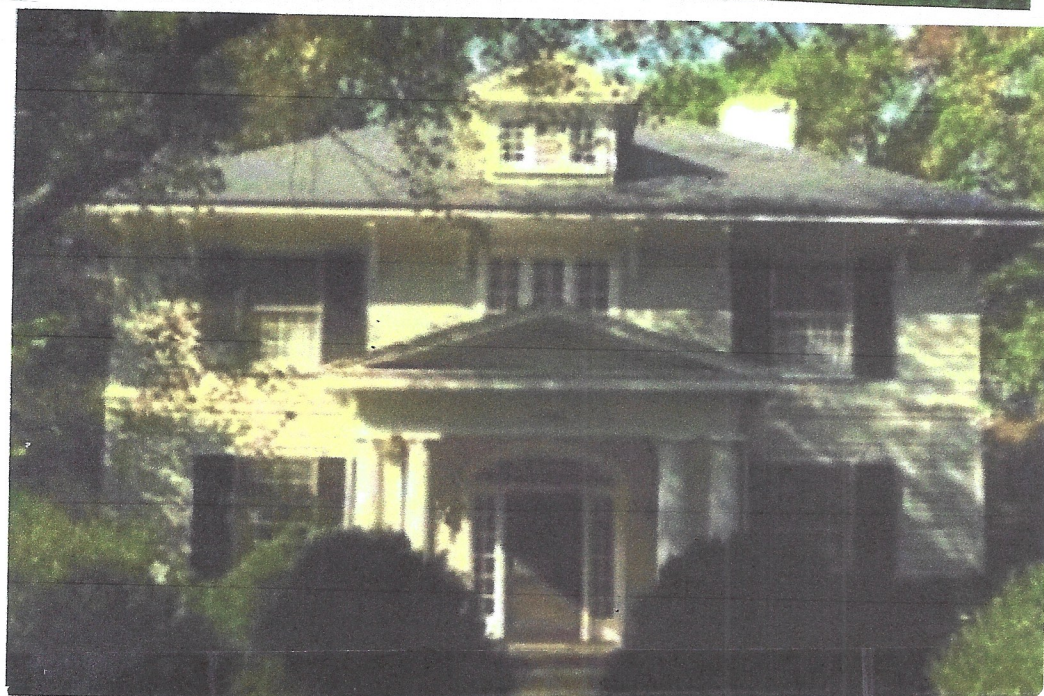
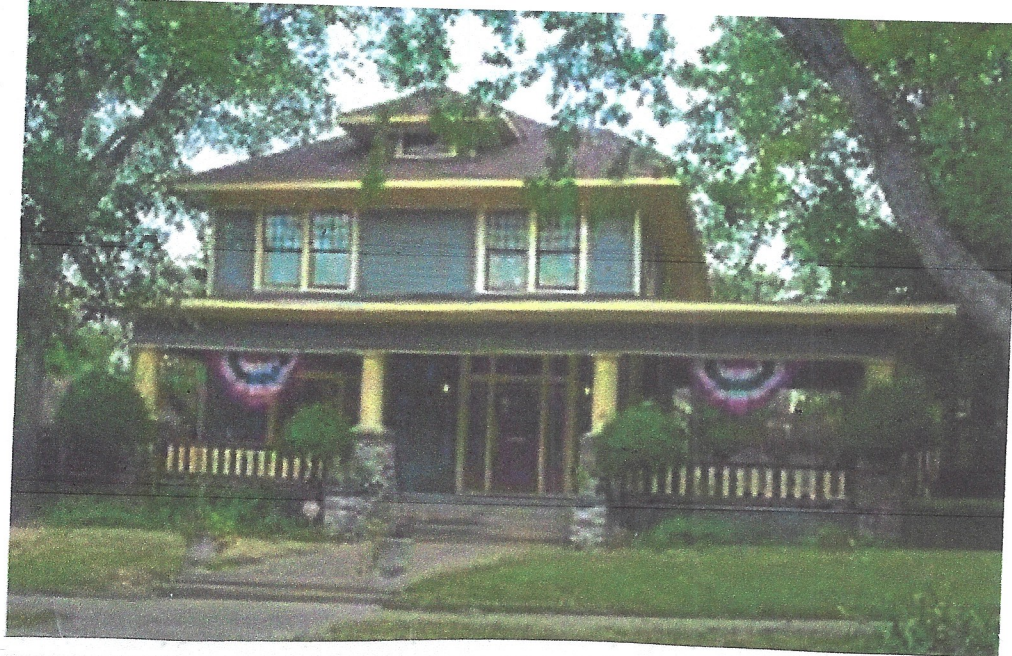
FIBERGLASS MATERIAL



**The American
Foursquare
1895 to 1930's**

- Hipped Roof
- Box Shape
- Front Porch (full width and partial)
- Plain Style
- Large Windows
- Incorporates Prairie School and Craftsman styles
- 2 1/2 stories high
- Efficient layout
- Brick or wood exterior
- Mail order pre-cut home
- Built in both rural and urban areas





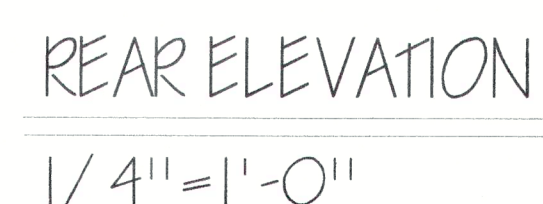
VIP RESIDENCE
5 TH ST JQ ADAMS ST
OREGON CITY, OR 97045

DATE: 9-30-20
LIVING AREA:
JOB NO: A19-7-52
DRAWN
BY:

[illegible]

DELSON ENGINEERING, INC.
1204 NE 146TH AVENUE
VANCOUVER, WA 98684
(360) 944-7094

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



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APPLICABLE CODES -TYP.













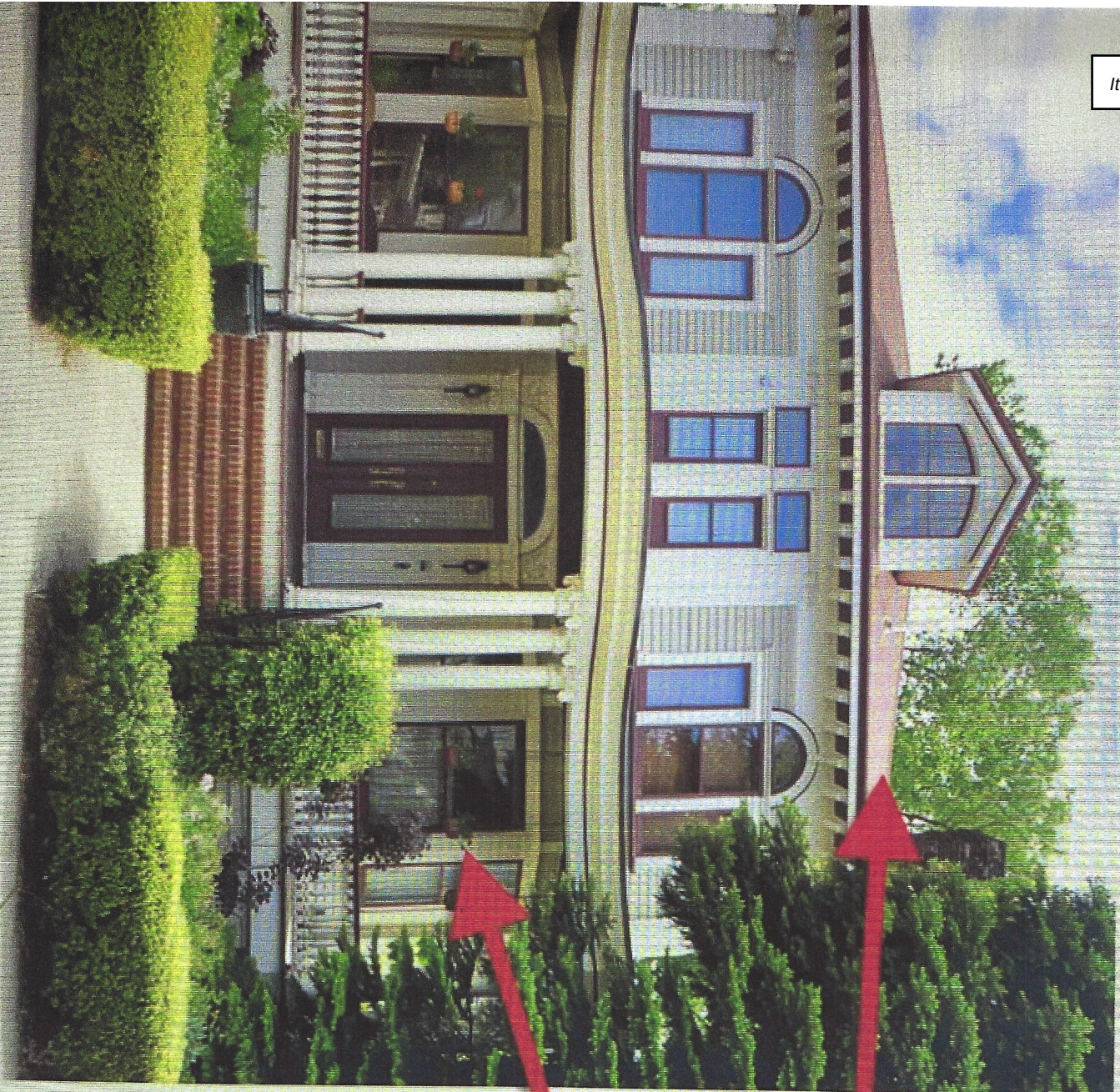










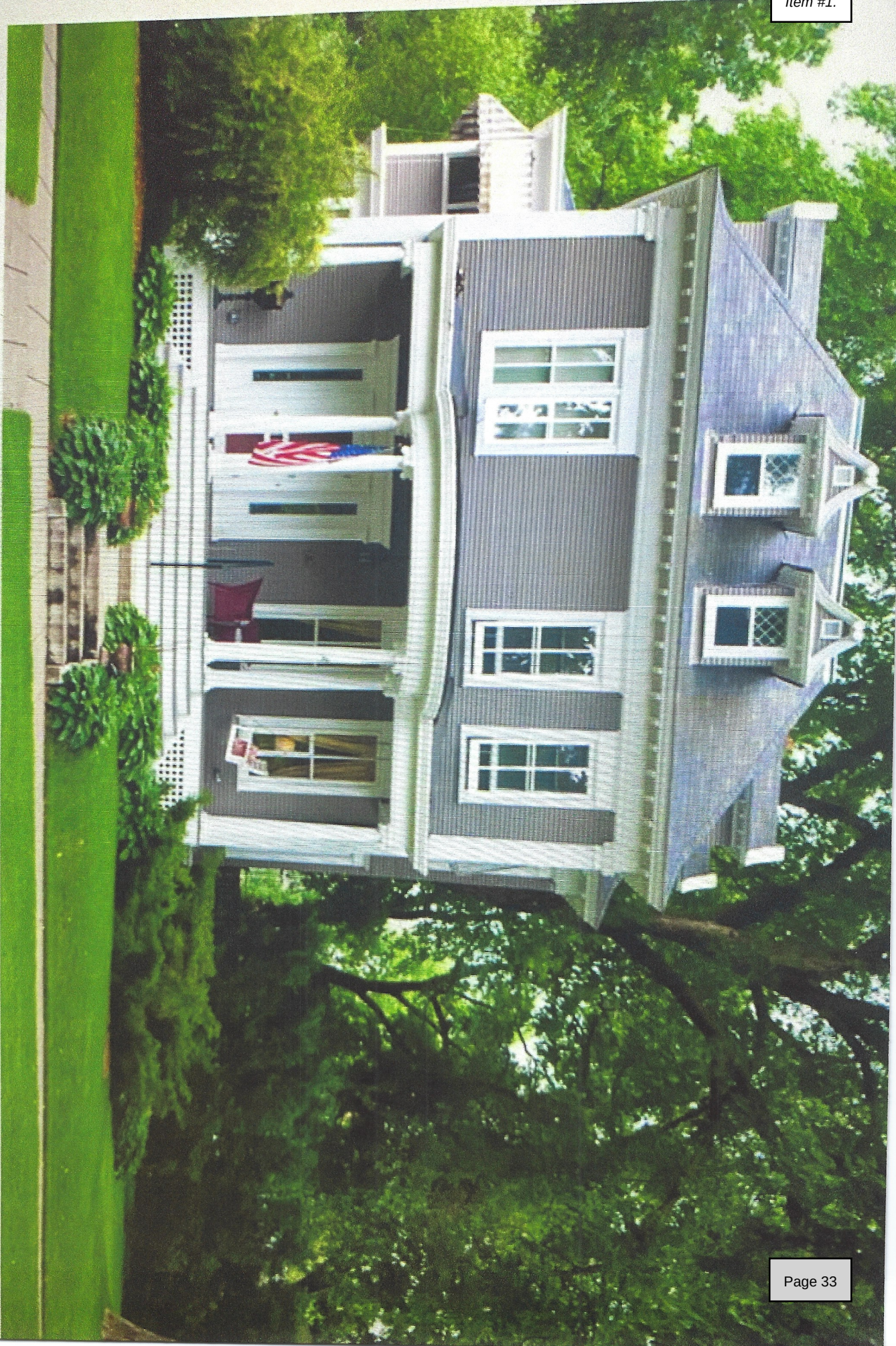


The American Foursquare 1895 to 1930's

- Hipped Roof
- Box Shape
- Front Porch (full-width and partial)
- Plain Style
- Large Windows
 - Incorporates Prairie School and Craftsman styles
- 2 1/2 stories high
- Efficient layout
- Brick or wood exterior
- Mail order pre-cut home
- Built in both rural and urban areas





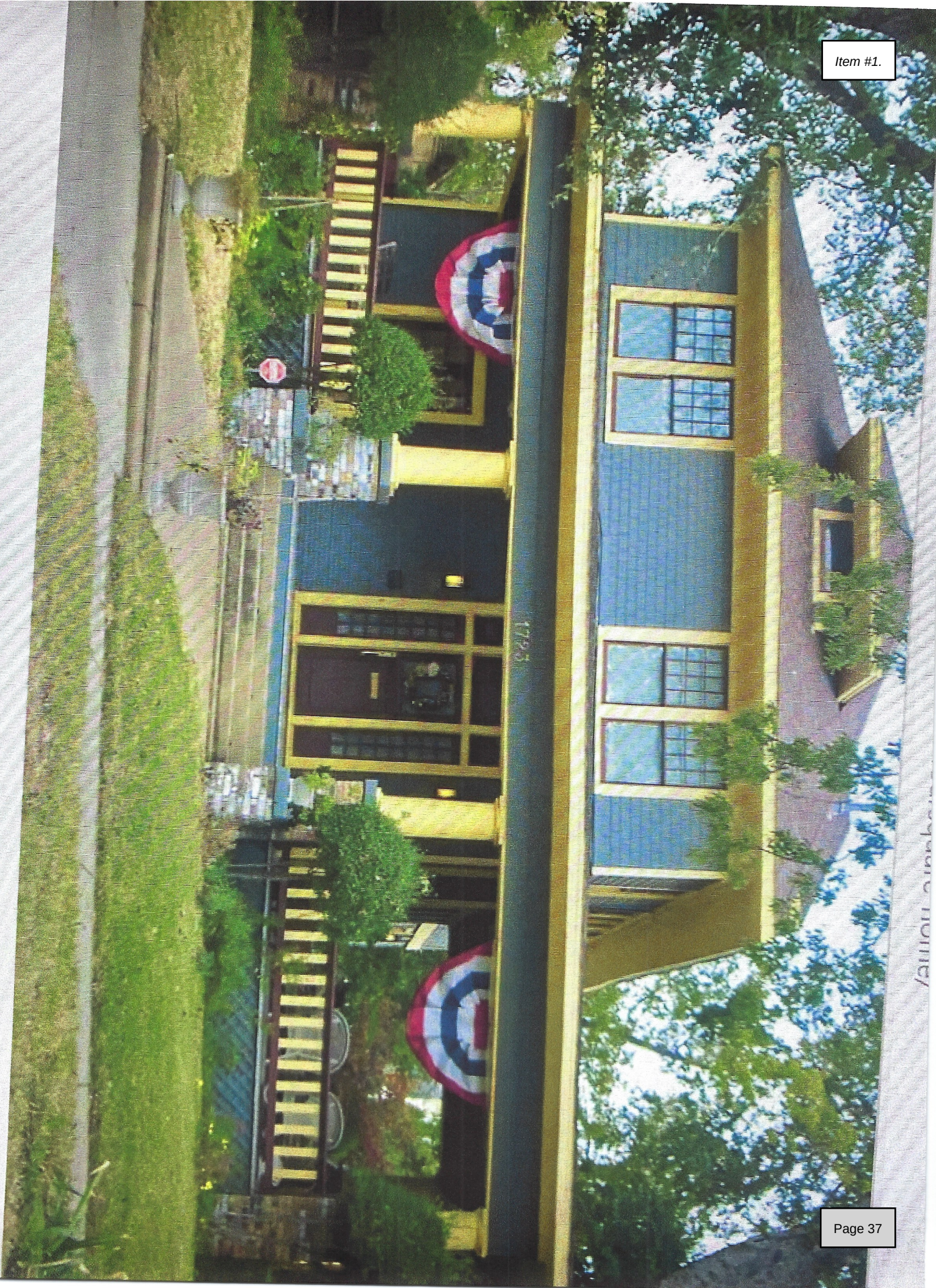


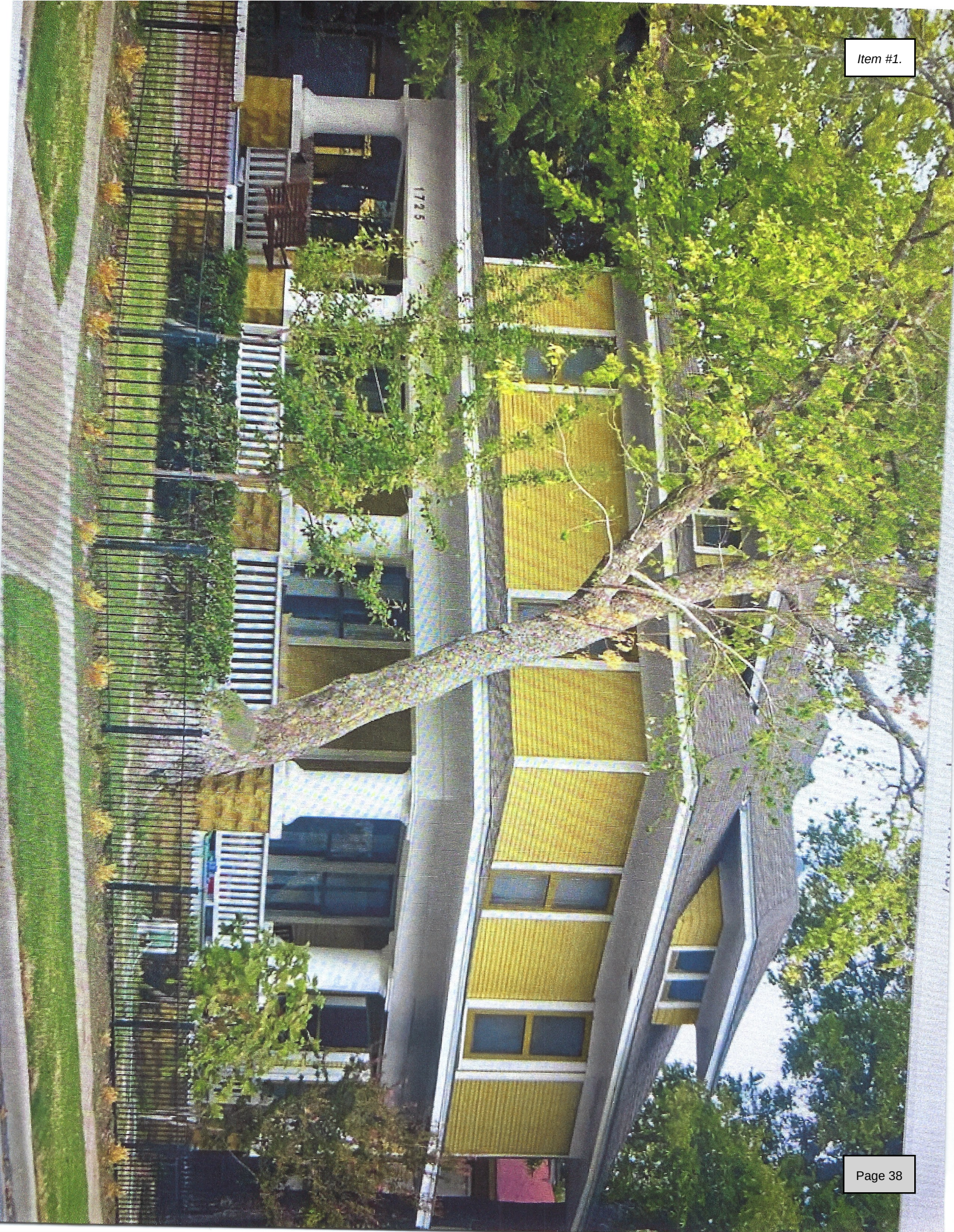
Beautifully restored American foursquare home with partial porch. Not terribly large but definitely beautiful.













CITY OF OREGON CITY

Staff Report

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

To: Historic Review Board **Agenda Date:** 9/27/2022
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 recommends that the Applicant extend the 120-day date by 30 days and return at the October 25, 2022 Historic Review Board meeting with findings that fully address the Historic Review Board and City Commission alternative analysis questions from HR 21-00020 and AP 21-0006

BACKGROUND: The site has numerous files associated with its construction. The Applicant has submitted an additional revision to the approved site plan and elevation drawings.

The current proposal (HR 22-00010) requests 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 new 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.

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.

If the Historic Review Board can determine that the revised plans provide sufficient mitigation for the design and massing of the ADA ramp, have no adverse effect on the significance of the District, and there are adequate findings and plans to demonstrate an alternative analysis conducted of alternate approaches that are feasible and have less impact on the house and the McLoughlin Conservation District, Staff recommends

Approval. However, currently, there is an insufficient level of narrative response, plans, and renderings in the Applicant's submittal to make this finding.



**Historic Review
Staff Report and Recommendation
September 19, 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

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

RECOMMENDATION: Staff recommends that the Applicant extend the 120-day date by 30 days and return at the October 25, 2022 Historic Review Board meeting with findings that fully address the Historic Review Board and City Commission alternative analysis questions from HR 21-00020 and AP 21-0006

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.orccity.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.

Staff recommends that the Applicant extend the 120-day date by 30 days and return at the October 25, 2022 Historic Review Board meeting with findings that fully address the Historic Review Board and City Commission alternative analysis questions from HR 21-00020 and AP 21-0006 including the following:

1. An interior ADA access from the ground floor through the garage, interior stairway, or other means.
2. A noncommercial interior chair lift or residential-scaled elevator.
3. A chair lift accommodation along exterior stairs that hugged the building.
4. An ADA-complaint design relying on the existing uphill topography on the left or southeast side elevation.
5. The use of materials and design that create a lighter, airier appearance, such as painted metal.
6. Consider whether the removal or reduction in the depth of the rear porch would reduce the massing of the ADA ramp.
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.
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.

PROJECT DESCRIPTION

The site has numerous files associated with its construction. The Applicant has submitted an additional revision to the approved site plan and elevation drawings. A timeline of files and project modifications is below.

The current proposal (HR 22-00010) requests 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 new 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.

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.

HR 22-0011 (NEW)

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

1. 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 proposed option 2 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, do 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 is encouraged to secure counsel from an expert qualified architect or designer in historic preservation and accessibility options, which could help to inform the effort prior to the October 25, 2022 Historic Review Board meeting.

Staff Recommendation

Until the Applicant has adequately responded to the alternative analysis question presented in the previous application and as annotated further in this staff report, Staff recommends that the Historic Review Board deny the proposal or continue to approve this application with the conditions set forth in HR 21-00020 and AP 22-0006.

Analysis Overview

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. 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. There is no city requirement for ADA access for a single-family residence.

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 large exterior ramp is the most 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)

To be clear, the burden for providing sufficient findings is on the Applicant for this after-the-fact ramp proposal. Staff and the Historic Review Board can assist by providing additional direction on what they believe could meet the Design Guidelines for New Construction and the criteria found in OCMC 17.40 Historic Overlay District. If certain solutions are cost-prohibitive or infeasible from a construction standpoint, it is incumbent on the Applicant to produce evidence in support of such conclusions.

However, it is within the purview of the Historic Review Board to deny the request for the larger rear ADA ramp based on a concern for the massing and lack of evidence. If the Board wishes to continue working with the Applicant to allow them to provide additional findings at the October HRB meeting, they can provide that direction to the Applicant. This will require the Applicant to extend the 120-day deadline by an additional 30 days.

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



Figure 4 Existing condition of front and side elevations.- September 20, 2022



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.

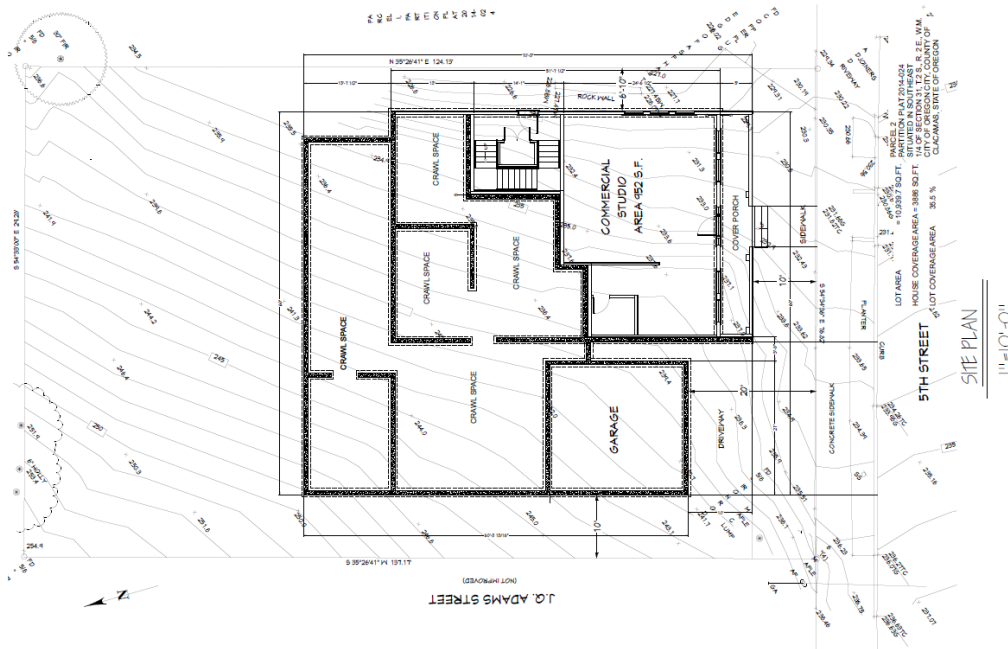


Figure 9 Approved HR 20-01 Site Plan (original proposal)

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 'STONEHEDGE' Stonehedge 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 'FASTIGIATA' 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 SARCOLD Landscape Plan Details

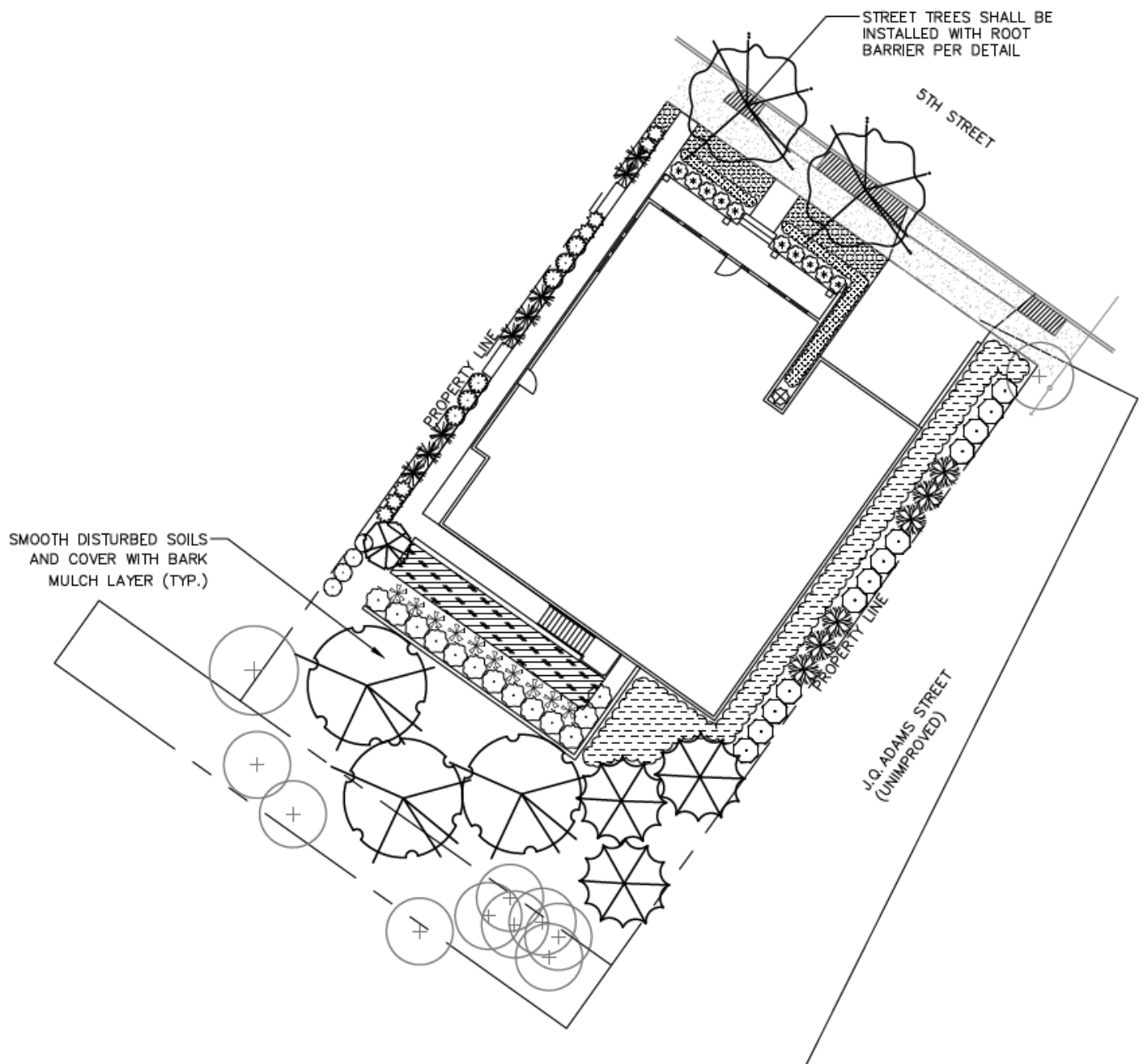


Figure 11- 2021 Proposal Landscape Plan showing ADA ramp location and side yard mitigation plants (Japanese yew, sweetbox, and fairy bush camellia). ADA setbacks to the property line look to 2 1/2 to 3 feet. **Please note the Applicant has not revised the landscape plan based on the rear ramp design.**



Figure 12- Approved Front Elevation- HR 20-1

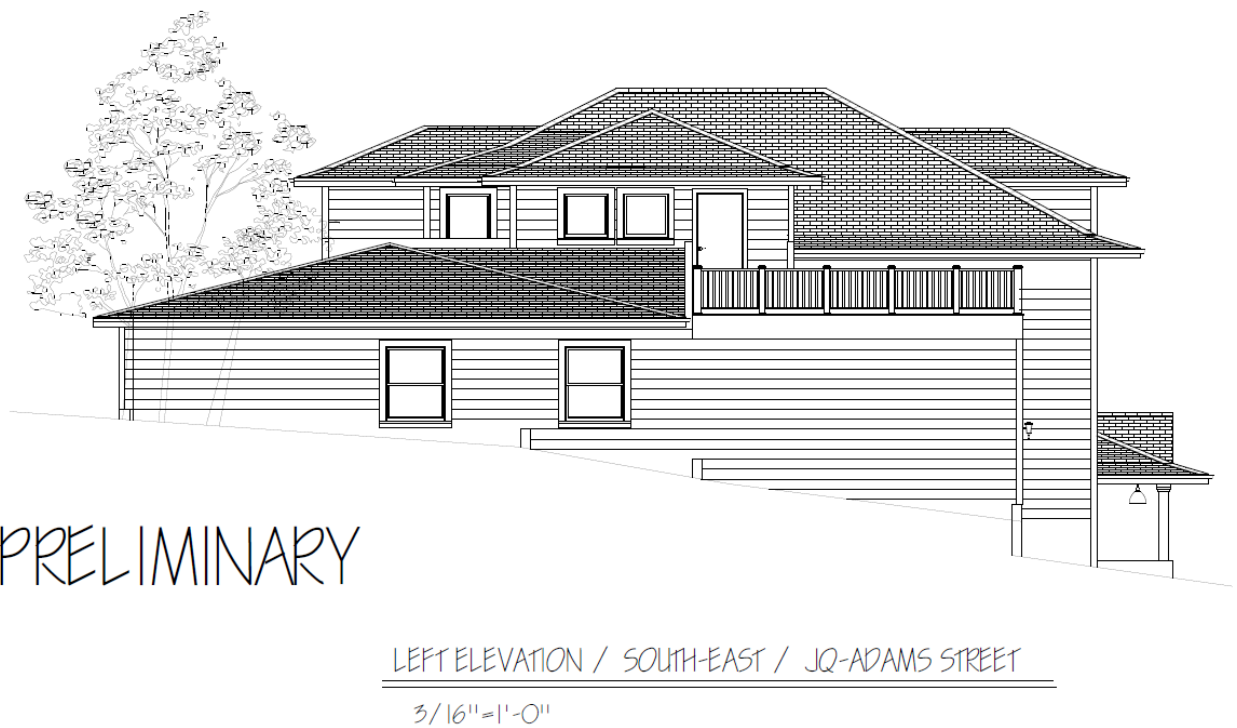


Figure 13-Approved HR 20-01 Left elevation (uphill side)



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

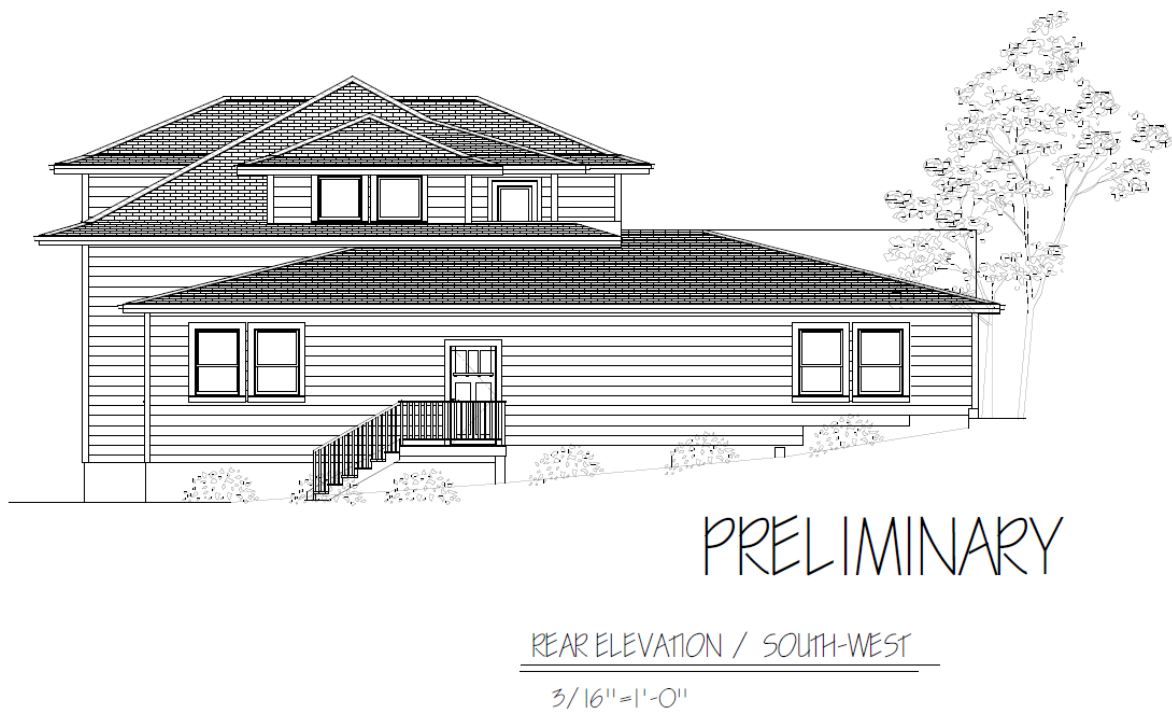


Figure 15-Approved HR 20-01 rear elevation

PRELIMINARY

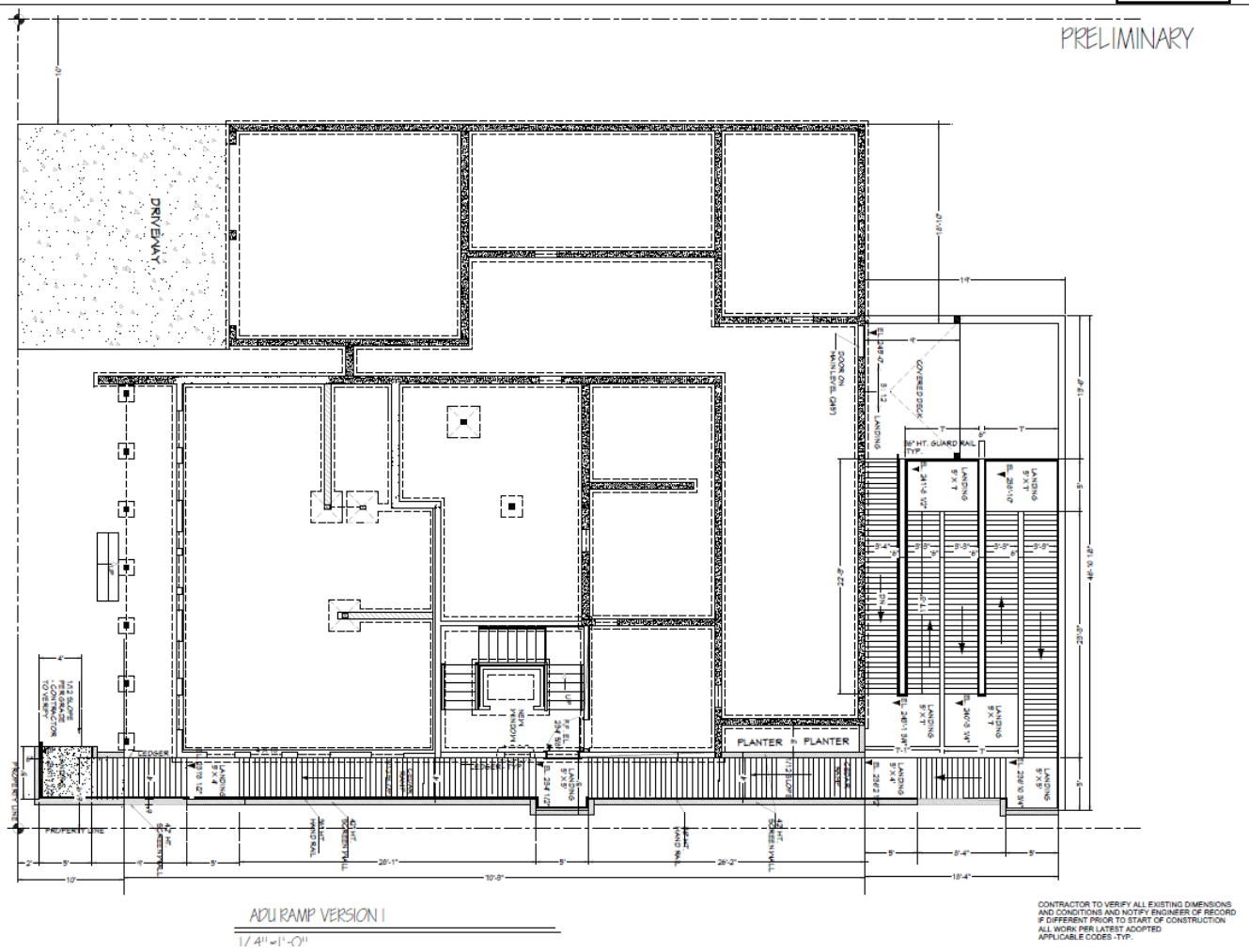


Figure 16 -Previous full ADA ramp design (previously denied) Option 1

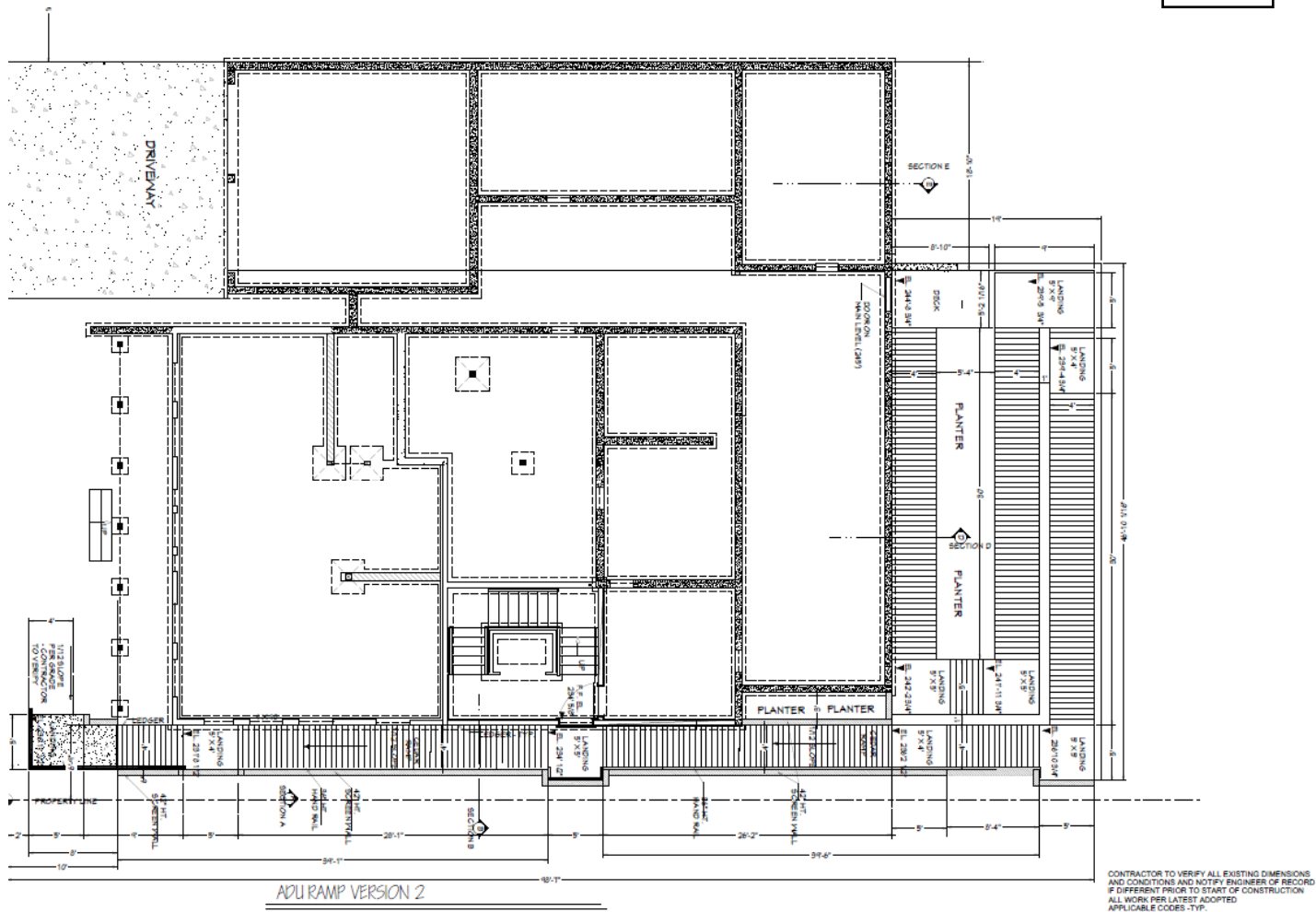
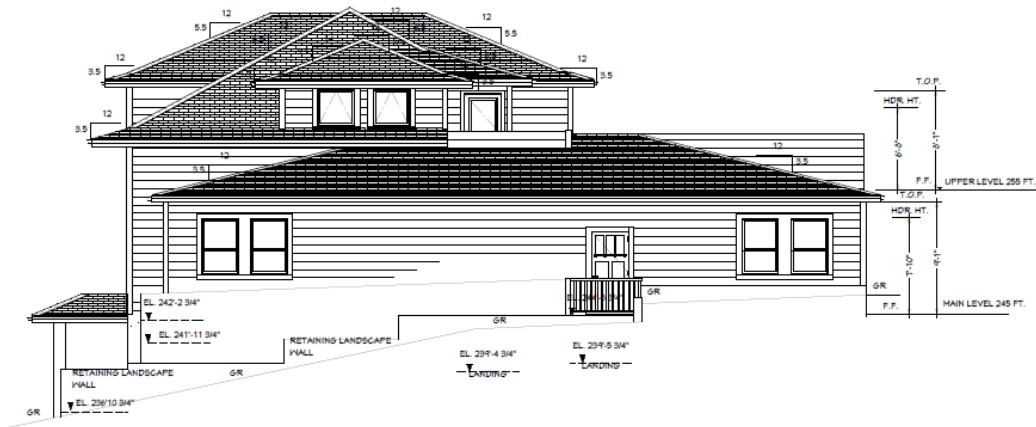


Figure 16 -Proposed revised full ADA ramp redesign (HR 22-0011) Option 2 **** NEW****



REAR ELEVATION WITH PROPOSED RAMP
VERSION # 2

1/8" = 1'-0"

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



RIGHT ELEVATION WITH PROPOSED RAMP
VERSION # 2

1/8" = 1'-0"

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

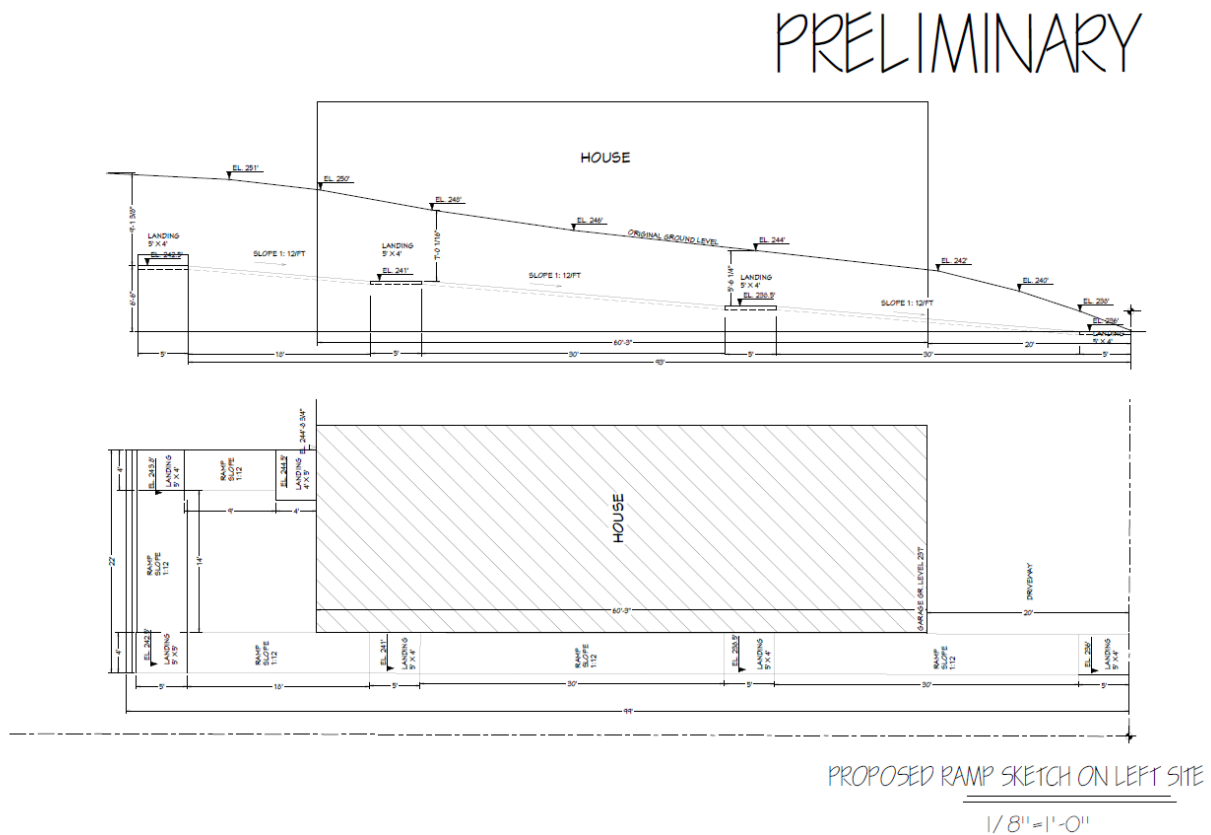


Figure 19 -Proposed uphill side ramp approach study (HR 22-0011) **** NEW ****

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. No public comments have been received prior to publishing the staff report.

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 LCDG Goal 5.

Finding: Does Not Comply

If the Historic Review Board can determine that the revised plans provide sufficient mitigation for the design and massing of the ADA ramp, have 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 that are feasible and have less impact on the house and the McLoughlin Conservation District, Staff recommends Approval. However, currently, there is an insufficient level of narrative response, plans and renderings in the Applicant's submittal to make this finding.

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.

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 not provided information about the cost or feasible retrofitting of the existing internal stairwell to accommodate this approach beyond not wanting a power outage to affect its use.

Staff's Findings: At the October 25, 2022 HRB meeting, the Applicant will need to provide a cost estimate or building plan review as to why this option is not feasible.

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

HR 22-00011 Applicant's Response: The Applicant has not provided information about this approach beyond not wanting a power outage to affect its use.

Staff's Findings: At the October 25, 2022 HRB meeting, the Applicant will need to provide a cost estimate or building plan review as to why this option is not feasible.

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.

Staff's Findings: At the October 25, 2022 HRB meeting, the Applicant will need to provide a more detailed narrative and cost estimate explaining why this option is not feasible.

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

HR 22-00011 Applicant's Response: The Applicant has continued the same design approach as proposed in the previous application.

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.

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.

Staff's Findings: The Applicant's revised drawing addressed this request, but the Applicant's narrative provides little discussion of how the approach will reduce the impact the revised ADA ramp has on the house and the McLoughlin Conservation District. Additional narrative findings and a revised landscape plan are still missing from this option and should be explained in a revised narrative submitted before the October 25, 2022 Historic Review Board meeting. Staff recommends the use of renderings or sitghtline studies to show how the massing can be reduced through the landscape planters.

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. It is difficult to understand the submitted drawings and if the retaining wall to the rear has been redesigned to provide additional screening between the ramp and the property line (which is the goal of this option). If not- the Applicant will need to provide a narrative response as to why this option was not feasible, which could include cost, dimensions, proximity to lot line, ADA grade requirements.

Staff's Findings: Additional narrative findings are still missing from this option and should be submitted before the October 25, 2022 Historic Review Board meeting.

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: No changes to the approved landscaping plan has been submitted.

Staff's Findings: A revised landscaping plan that provides additional mitigation plantings within the revised ADA ramp and at the property line should be submitted before the October 25, 2022 Historic Review Board meeting.

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: Does Not Comply A new live/work dwelling is proposed on vacant land commercial land within the McLoughlin Conservation District. The Historic Review Board is tasked with finding the least impactful full ADA ramp option. Until the Applicant has provided additional Alternative analysis findings indicating that the submitted ramp is the only feasible option, Staff will continue to recommend denial fo the revised full ADA ramp approach, which does not affect the overall massing of the structure when viewed traveling south on 5th Street.

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: Does Not Comply The Historic Review Board is tasked with finding the least impactful full ADA ramp option. Until the Applicant has provided additional alternative analysis findings indicating that the submitted ramp is the only feasible option, Staff will continue to recommend denial of the revised full ADA ramp approach, which does not affect the overall massing of the structure when viewed traveling south on 5th Street.

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: Does Not Comply Until the Applicant has provided additional Alternative analysis findings indicating that the submitted ramp is the only feasible option, Staff will continue to recommend denial of the revised full ADA ramp approach, which does not affect the overall massing of the structure when viewed traveling south on 5th Street.

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: Does Not Comply The Historic Review Board is tasked with finding the least impactful full ADA ramp option. The proposed design, with no measurable change in depth with materials the same as the house, continue to be too large of mass for the style of the foursquare house style and dilutes the historic context of the District. Until the Applicant has provided additional Alternative analysis findings indicating that the submitted ramp is the only feasible option, Staff will continue to recommend denial of the revised full ADA ramp approach

2. 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	<i>How the site is planned to be used.</i>	
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 foundation more than 1-story. The Guidelines also allow for a small side yard setback for commercial buildings in the Mccloughlin 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 (full ramp to the rear or ½ ramp to side door) meets this standard.

3. 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.

4. 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: Does Not Comply Until the Applicant has provided additional alternative analysis findings indicating that the submitted ramp is the only feasible option, Staff will continue to recommend denial of the revised full ADA ramp approach.

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

Staff recommends that the Applicant extend the 120-day date by 30 days and return at the October 25, 2022 Historic Review Board with a revised narrative and exhibits, including drawings, landscape plans, and renderings that fully address the Historic Review Board and City Commission alternative analysis questions from HR 21-00020 and AP 21-0006.

EXHIBITS

1. Applicant Submittal (HR 22-0011) NEW
 - a. Applicant Submittal
2. Secretary of Interior Standards for Rehabilitation- Accessibility

ONFILE

3. HR 20-001 (Original Approval)
 - a. Staff Report and Notice of Decision
 - b. Plans
4. 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
5. 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
6. 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



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
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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,

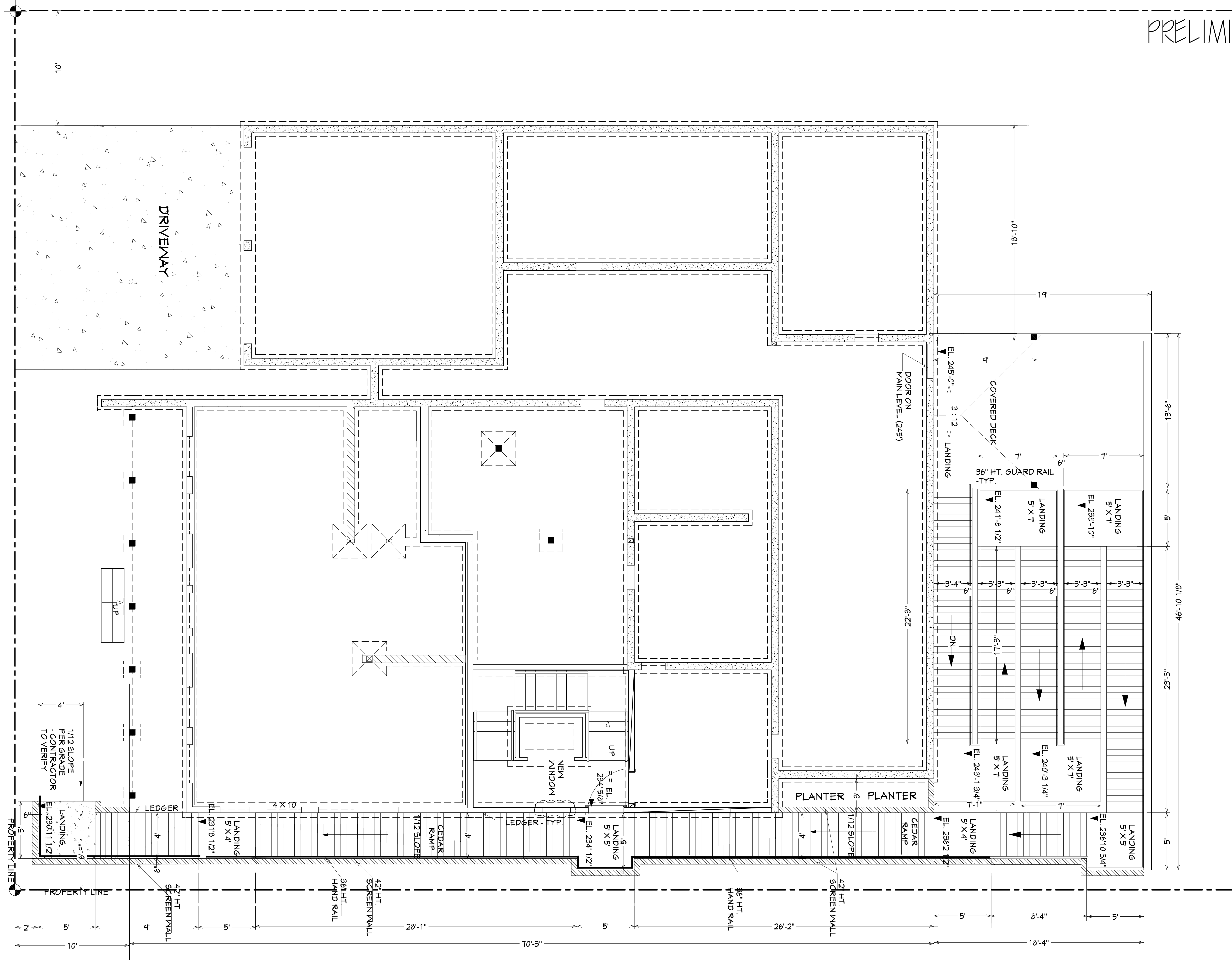
Respectfully,

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

cc: Bogdan Smolinets-General Contractor



Item #2.

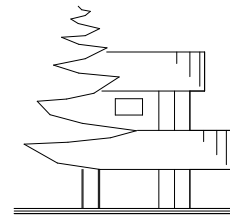


PRELIMINARY

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.

ADU RAMP VERSION I

1/4" = 1'-0"

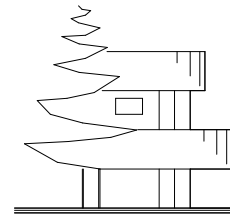


YIP RESIDENCE
5 TH ST JO-ADAMS ST
OREGON CITY, OR 97045

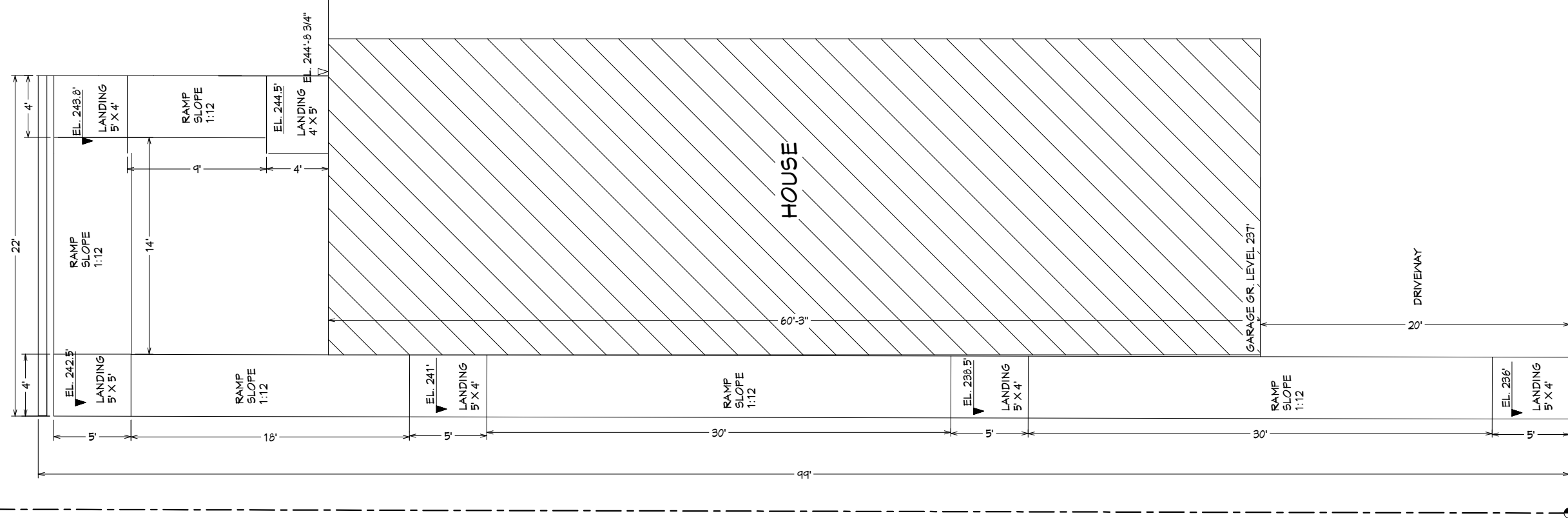
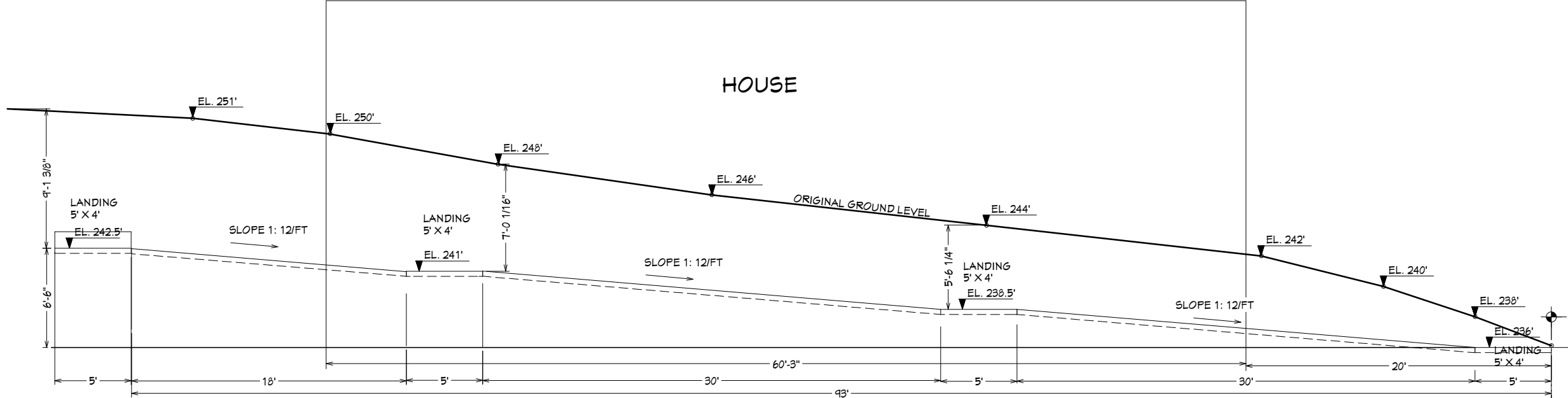
DATE: 8-26-21
LIVING AREA:
JOB NO: A14-1-52
DRAWN BY: JAB

THESE PLANS HAVE BEEN PREPARED BY THE ARCHITECT FOR THE CUSTOMER'S USE. THE ARCHITECT MAKES NO WARRANTY, AND THE CUSTOMER ACCEPTS THE ARCHITECT'S RESPONSIBILITY FOR THE ACCURACY OF THE PLANS. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE ARCHITECT'S OBLIGATION TO THE CUSTOMER. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE PLANS OR THE RESULTS OF THE CONSTRUCTION. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE ARCHITECT'S OBLIGATION TO THE CUSTOMER. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE PLANS OR THE RESULTS OF THE CONSTRUCTION. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE ARCHITECT'S OBLIGATION TO THE CUSTOMER. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE PLANS OR THE RESULTS OF THE CONSTRUCTION.

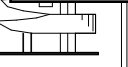
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1204 NE 146TH AVENUE
VANCOUVER, WA 98684
(360) 944-7094



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

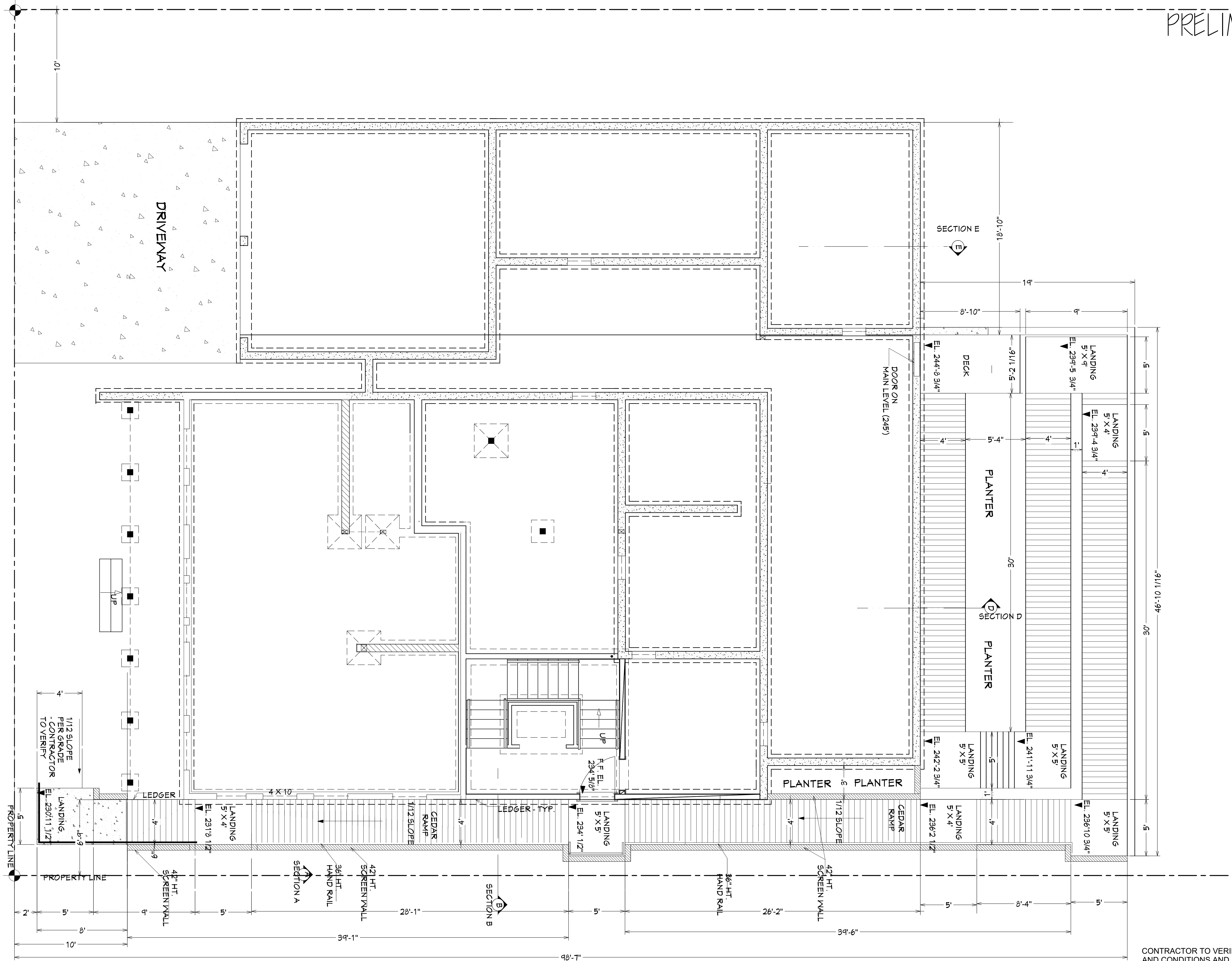
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DRAWN
BY: A.B.G.

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(360) 944-7094



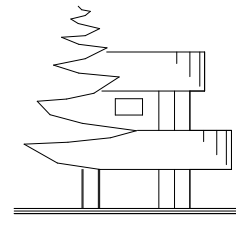
PRELIMINARY



ADU RAMP VERSION 2

1/4" = 1'-0"

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: A14-152

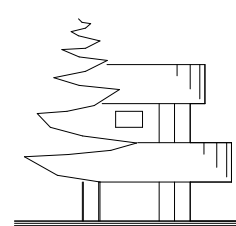
DRAWN

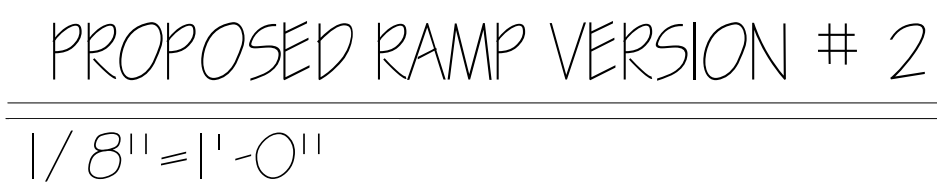
BY:

JAB

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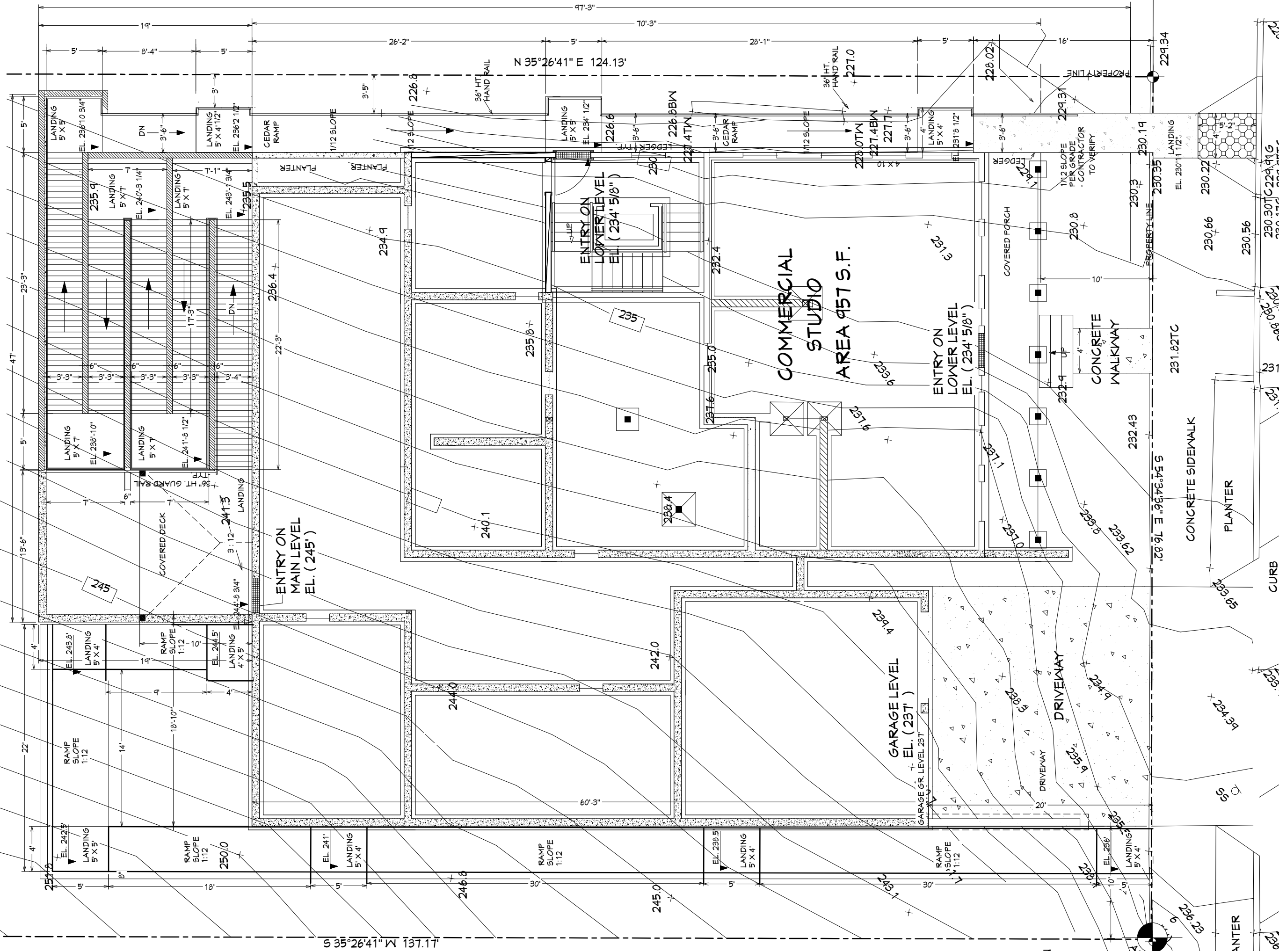


PRELIMINARY

PROPOSED RAMP ON RIGHT AND
LEFT SIDE OF THE BUILDING

PRELIMINARY

-0"11



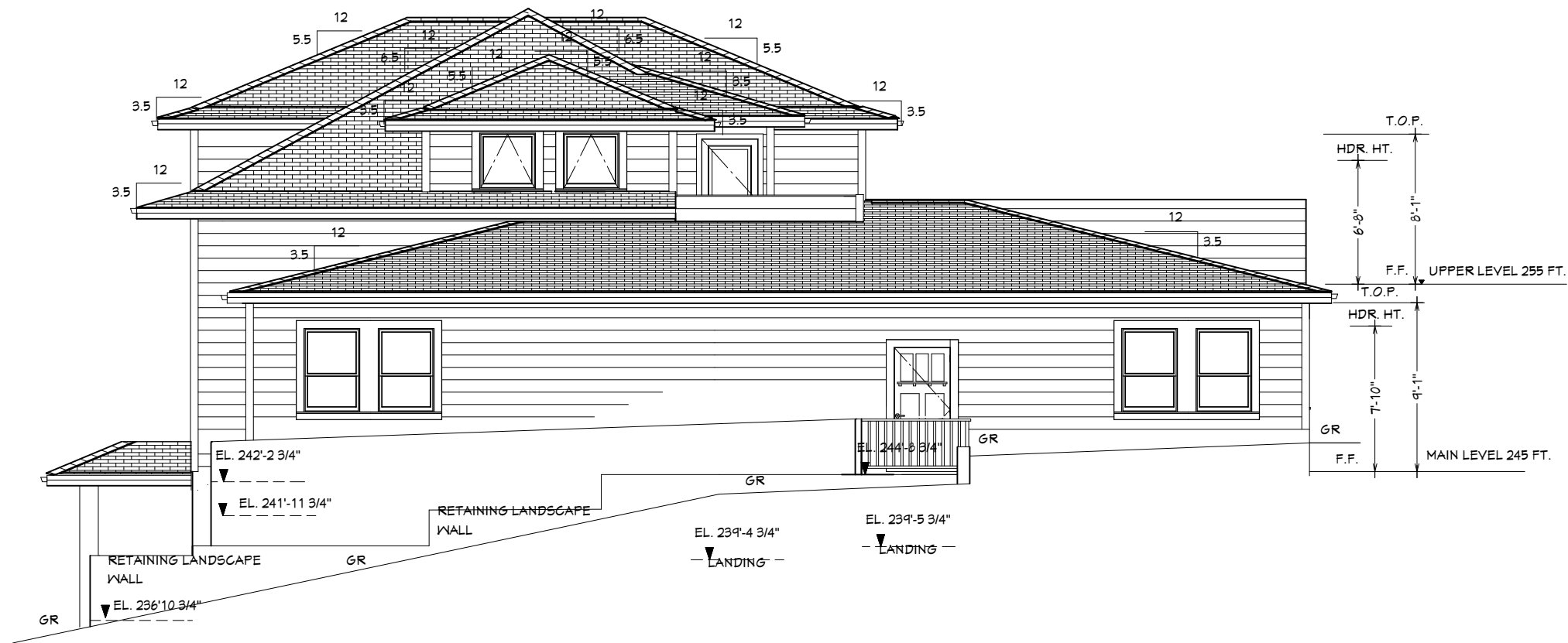
THESE PLANS HAVE BEEN SUBMITTED TO THE CITY OF VANCOUVER FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VANCOUVER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VANCOUVER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VANCOUVER.

DELSON ENGINEERING, INC.
1204 NE 146TH AVENUE
VANCOUVER, WA 98684
(360) 944-7094

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

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

Item #2.



REAR ELEVATION WITH PROPOSED RAMP
VERSION # 2

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

PRELIMINARY

Item #2.

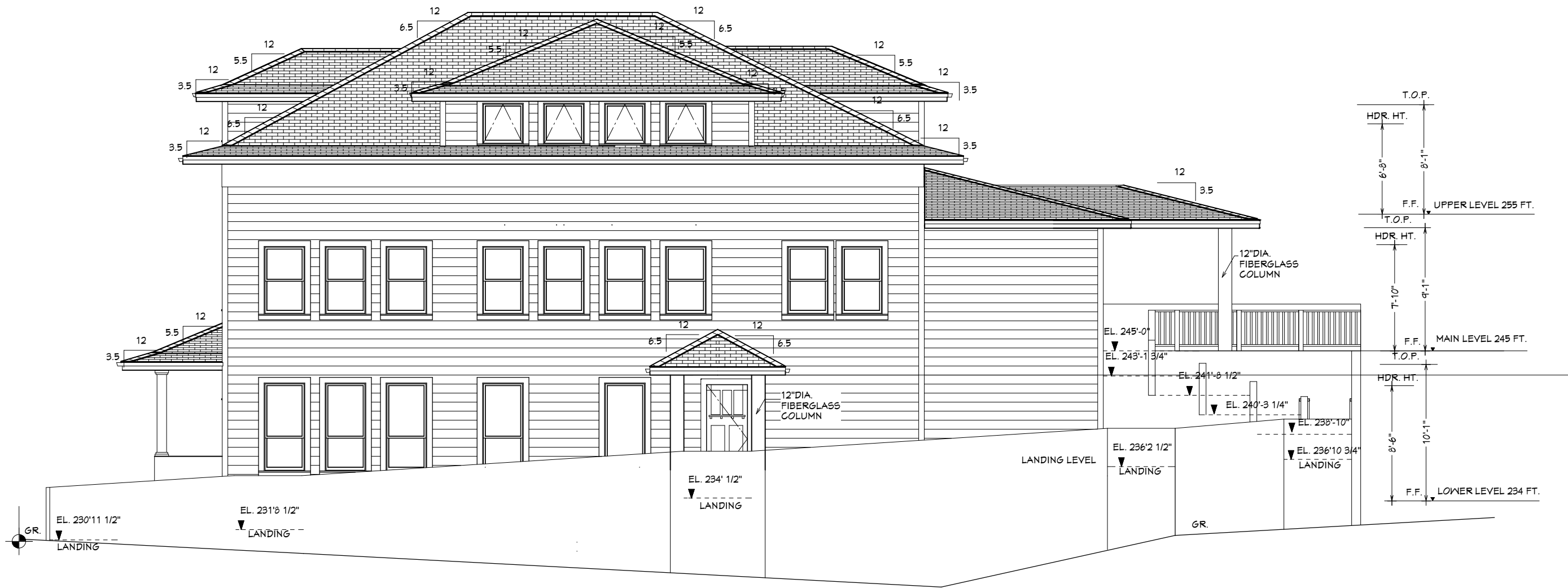
YIP RESIDENCE
5TH ST JQ ADAMS ST
OREGON CITY OR 97045

DATE: 9-2-22
LIVING AREA:
JOB NO: DRAWN A19-7-52
BY: *edg/g*

THESE PLANS HAVE BEEN SUBMITTED TO THE CUSTOMER FOR USE IN THE CONSTRUCTION OF THE BUILDING ONLY AND ARE SUBJECT TO THE
CONDITIONS OF LICENSE AGREEMENT BY THE CUSTOMER. USE OF ANY PART OF THE PLANS BY ANY PARTY OTHER THAN THE CUSTOMER, EXCEPT ON
THE PROJECT FOR WHICH THEY WERE SUBMITTED, IS STRICTLY PROHIBITED. THE PLANS MAY NOT BE REPRODUCED OR COPIED, IN WHOLE OR IN PART, WITHOUT WRITTEN PERMISSION
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RIGHT ELEVATION WITH PROPOSED RAMP
VERSION # 1

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

PRELIMINARY

Item #2.

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

DATE: 9-2-22
LIVING AREA:
JOB NO: A19-7-52
DRAWN BY: *edg/ks*

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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

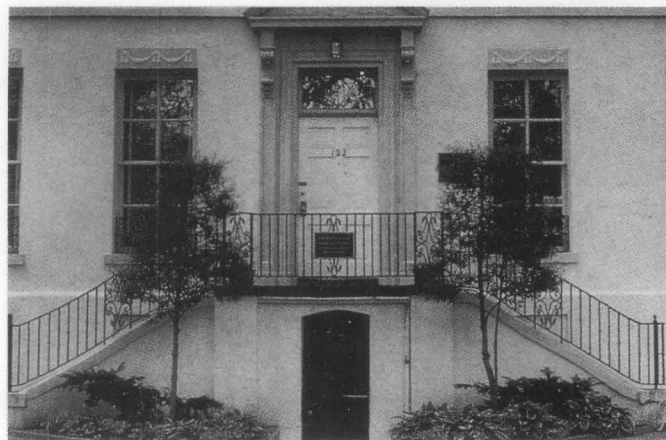
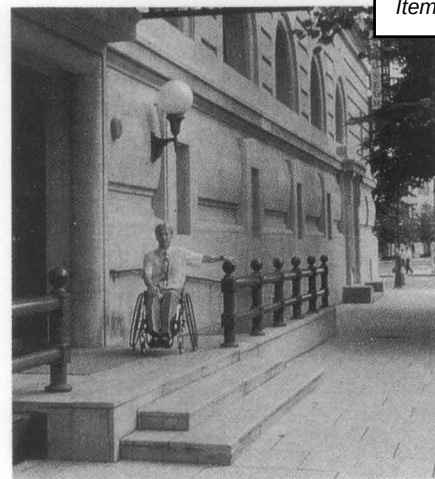


Figure 1. It is important to identify the materials, features, and spaces that should be preserved when planning accessibility modifications. These may include stairs, railings, doors, and door surrounds. Photo: National Park Service files.

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.

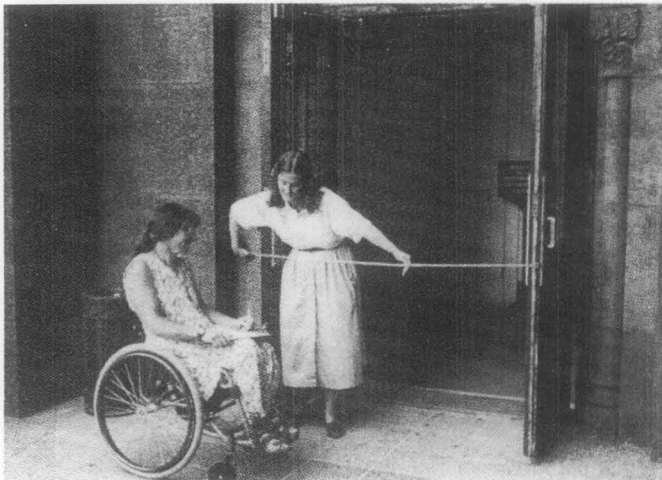


Figure 2. Surveys of historic properties can identify accessibility barriers. Persons with disabilities and accessibility consultants should participate whenever possible. Photo: Thomas Jester.

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

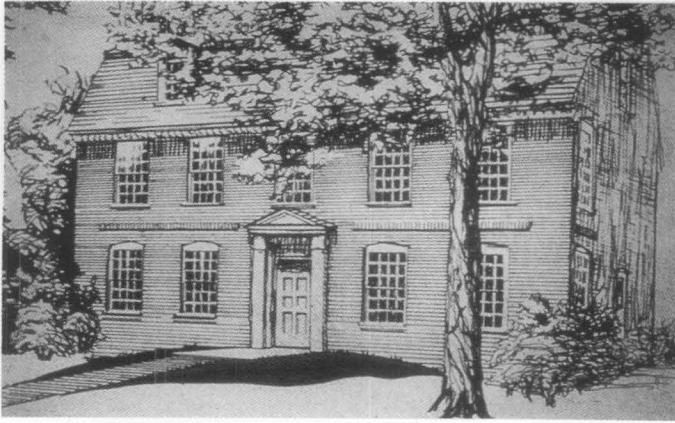
Once a property's significant materials and features have been identified, and existing and required levels of accessibility have been established, solutions can be developed (See Figure 3). Solutions should provide the greatest amount of accessibility without threatening or destroying those materials 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:

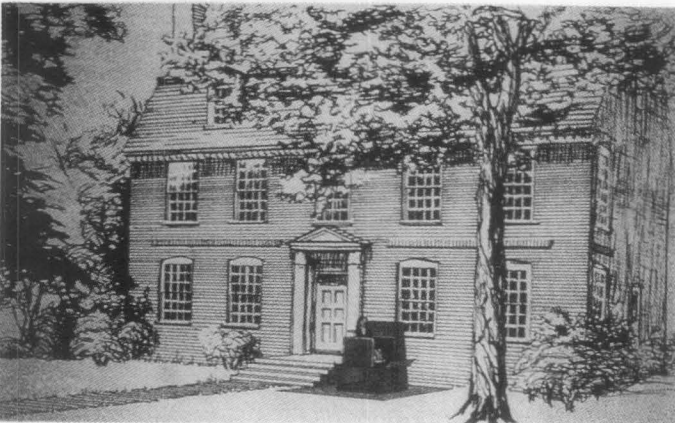
- 1) Making the main or a prominent public entrance and primary public spaces accessible, including a path to the entrance;
- 2) Providing access to goods, services, and programs;
- 3) Providing accessible restroom facilities; and,
- 4) Creating access to amenities and secondary spaces.

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.

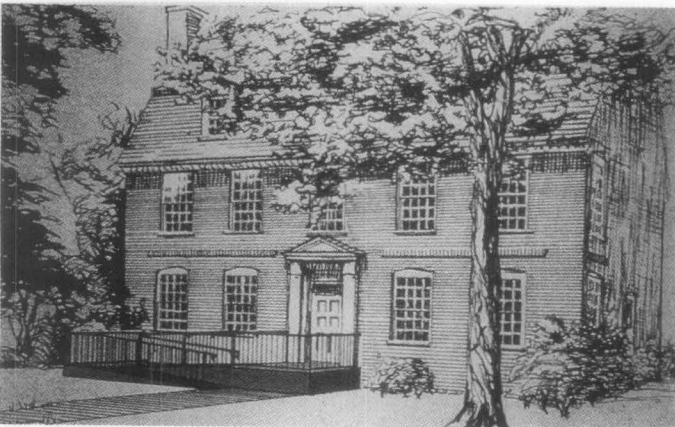
In general, when historic properties are altered, they should be made as accessible as possible. However, if an owner or a project team believes that certain modifications would threaten or destroy the significance of the property, the State Historic Preservation Officer should be consulted to determine 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

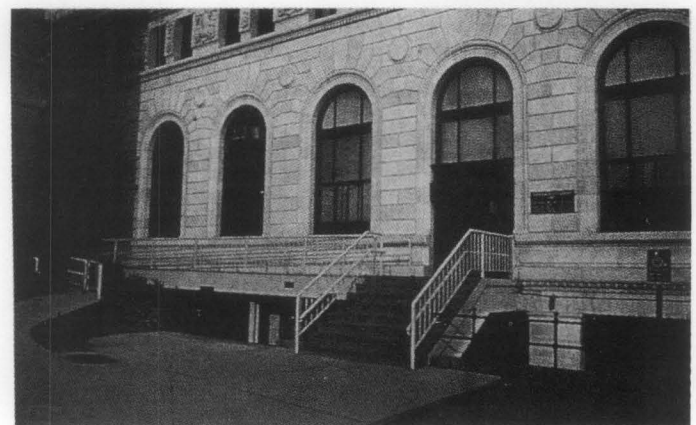


Figure 4. Parking designated for people with disabilities is provided near an accessible entrance to the Springfield Library in Springfield, Massachusetts. Photo: William Smith.

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.

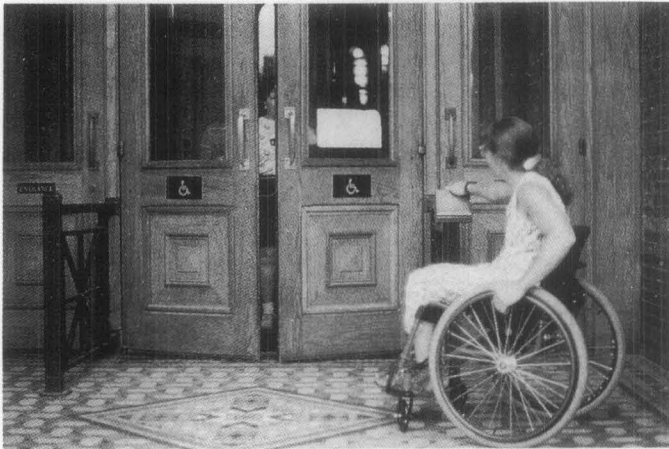


Figure 5. A universal access symbol clearly marks the Arts and Industries Building in Washington, D.C., and a push plate (right) engages the automatic door-opener. Photo: Thomas Jester.

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

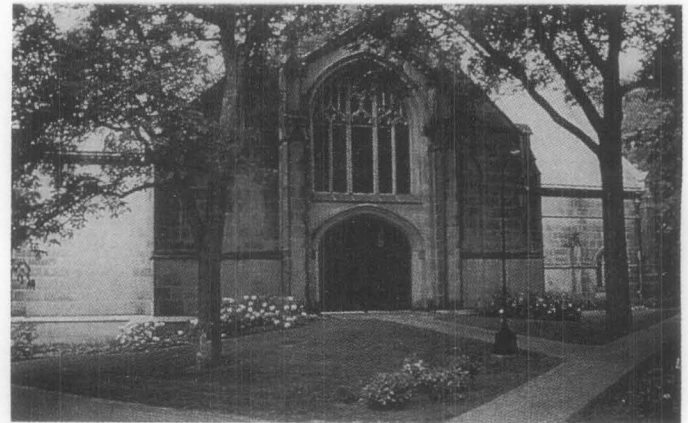


Figure 6. Entrances can be regraded to make a building accessible as long as no significant landscape features will be destroyed and as long as the building's historic character is preserved. The Houghton Chapel (a) in Wellesley, Massachusetts, was made accessible by regrading over the historic steps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

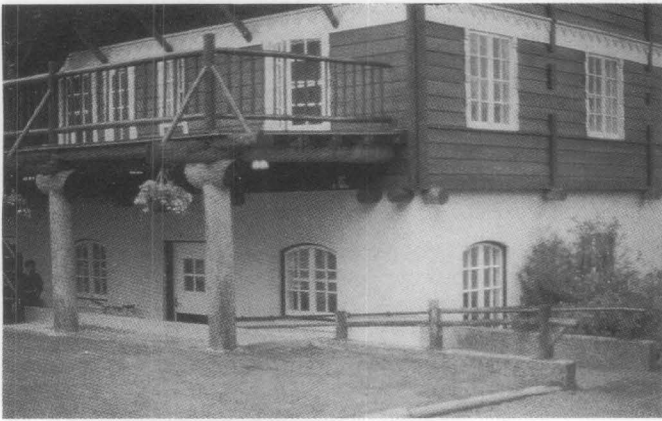


Figure 8. A new below-grade ramp provides access to Lake MacDonald Lodge in Glacier National Park. Photo: Thomas Jester

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.

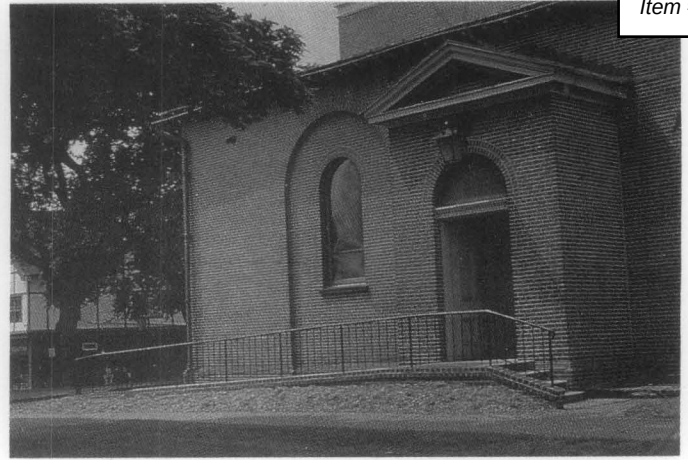


Figure 10. This brick ramp provides access to St. Anne's Episcopal Church in Annapolis, Maryland. Its design is compatible with the historic building. Photo: Charity V. Davidson.

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).

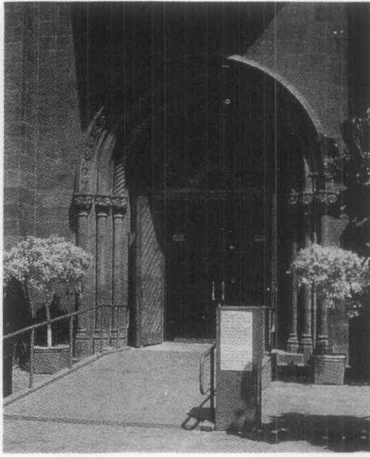


Figure 12. The Smithsonian Institution installed a temporary ramp on its visitor's center to allow adequate time to design an appropriate permanent ramp. Photo: Thomas Jester.

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

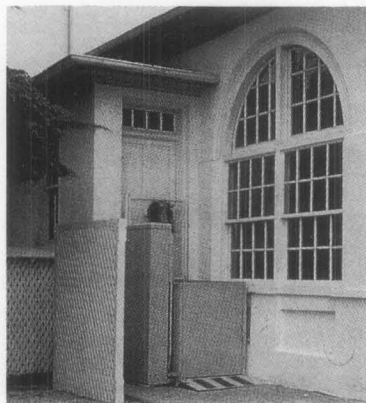


Figure 13. Platform lifts like the one used on this building require minimal space and can be removed without damaging historic materials. Shielded with lattice work, this lift is also protected by the roof eaves. Approach path should be stable, firm, and slip resistant. Photo: Sharon Park.

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.

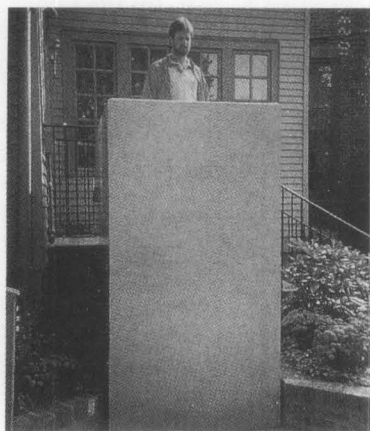


Figure 15. A new entrance to the elevator lobby replaces a window at Faneuil Hall in Boston, Massachusetts. The new entrance is appropriately differentiated from the historic design. Photo: Paul Holtz.

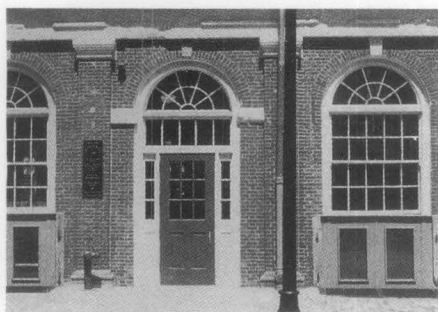


Figure 16. During the rehabilitation of the Rookery in Chicago, the original entrance was modified to create an accessible entrance. Two revolving doors were replaced with a new one flanked by new doors, one of which is operated with a push-plate door opener. Photo: Thomas Jester.

(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

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 restro

Threshold Modifications

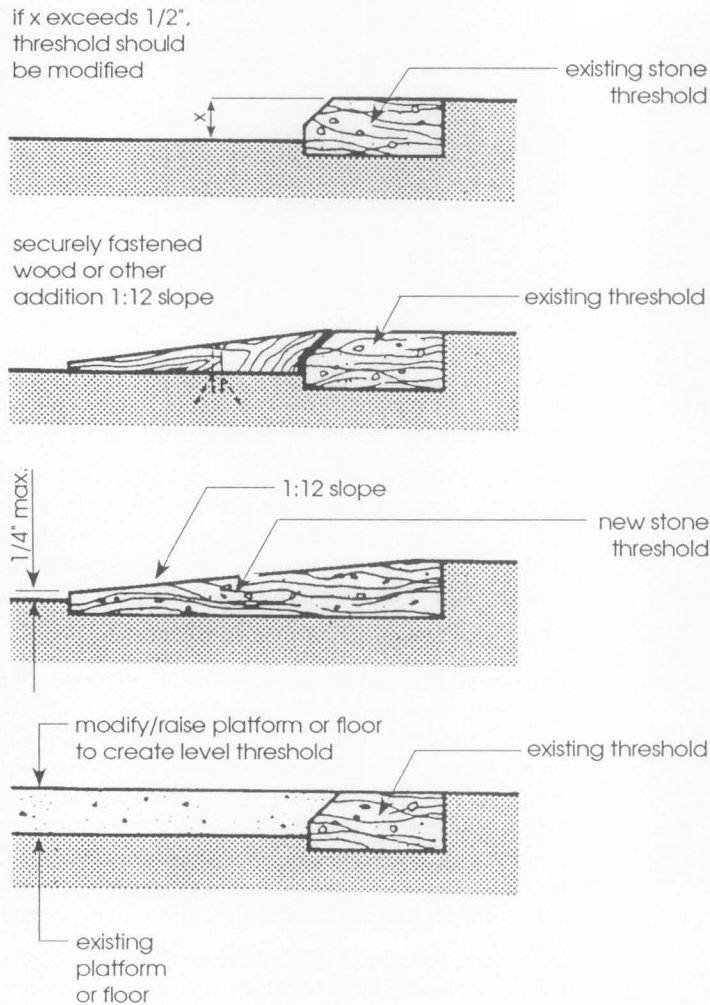


Figure 17. Thresholds that exceed allowable heights can be modified several ways to increase accessibility. Source: Uniform Federal Accessibility Standard (UFAS) Retrofit Manual.

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.

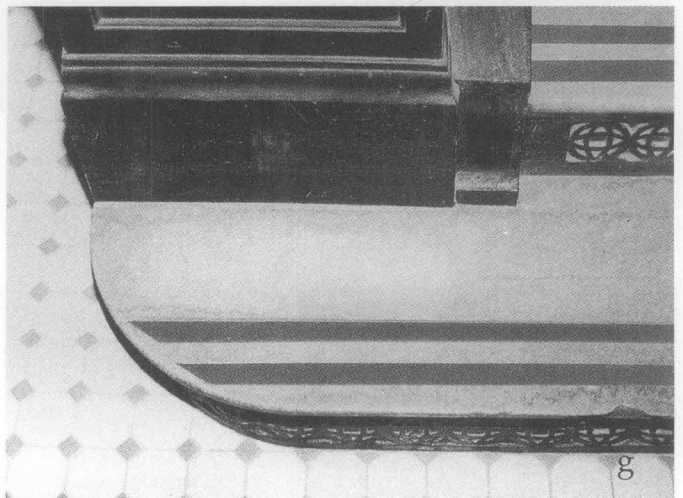
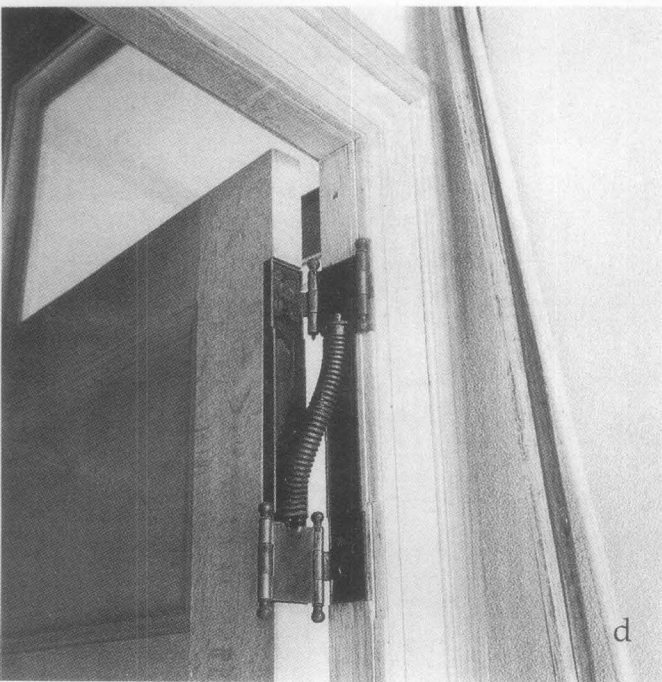
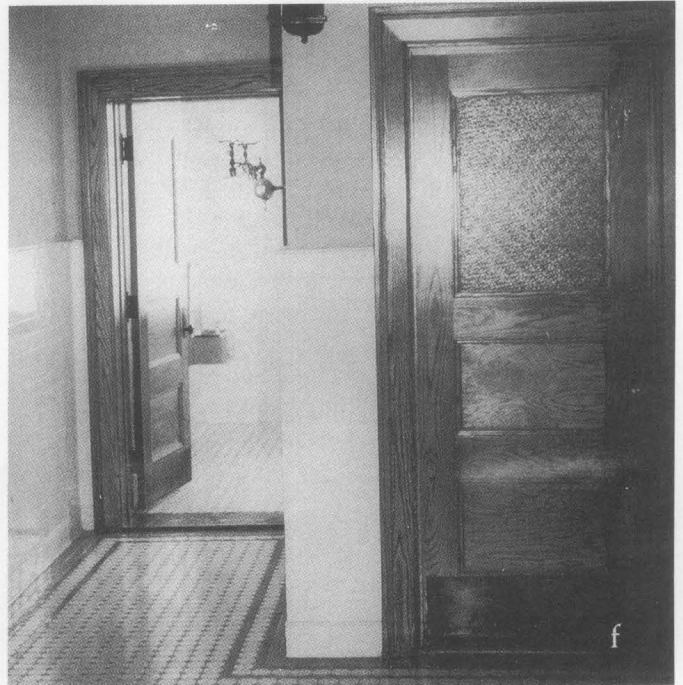
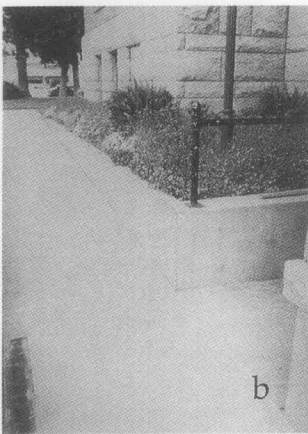
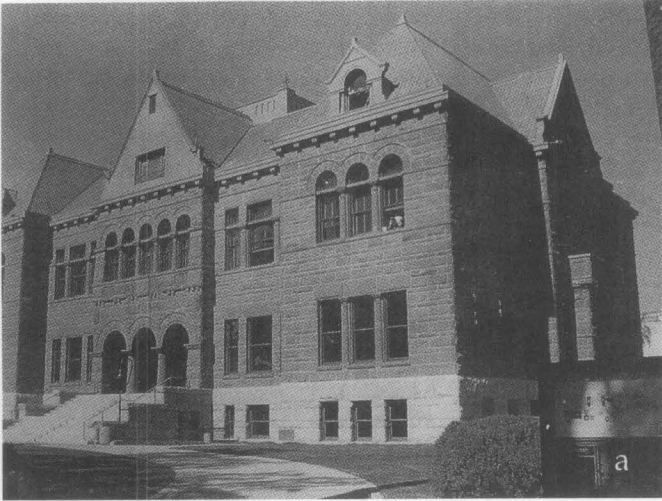
Modifying Other Amenities. Other amenities inside historic buildings may require modification. Seating in a theater, for example, can be made accessible by removing some seats in several areas (See Figure 21). New seating that is accessible can also be added at the end of existing rows, either with or 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

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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.

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MAKING HISTORIC LANDSCAPES ACCESSIBLE

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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.

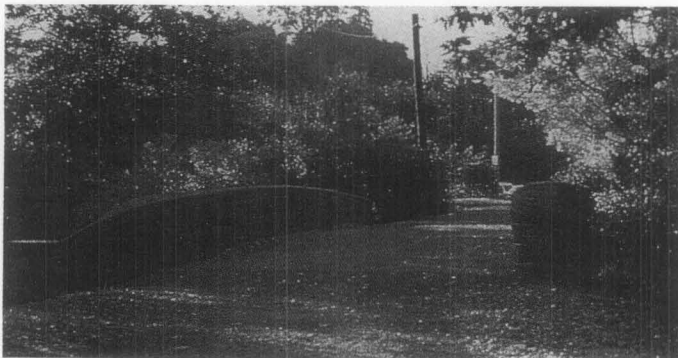
After assessing a landscape's integrity, accessibility solutions can be considered. Full access throughout a historic landscape may not always be possible. Generally, it is easier to provide accessibility to larger, more open

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.

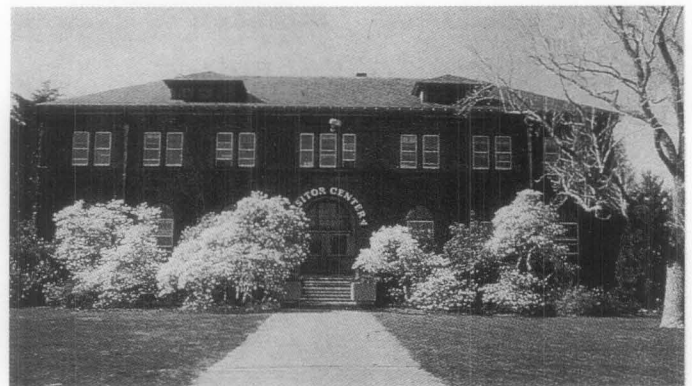
The new design, which has few ornamental plants, references the original planting design principles, with a strong emphasis on form, color, and texture. In contrast with the earlier designs, the new plantings were set away from the facade of this historic building,



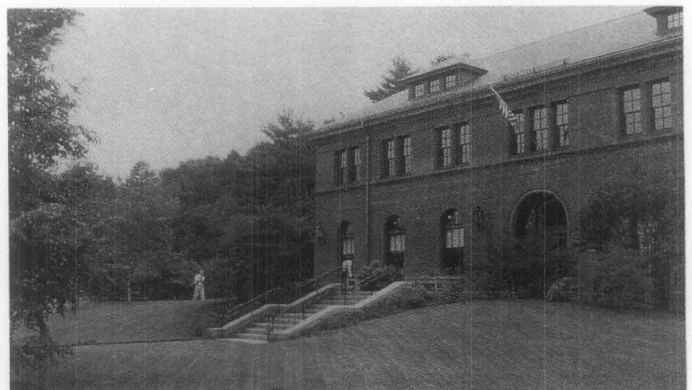
(a.) To improve accessibility in Boston's Emerald Necklace Parks, standard asphalt paving was replaced in selected areas with an imbedded aggregate surface that is more in keeping with the landscape's historic appearance. Photo: Charles Birnbaum.



(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.



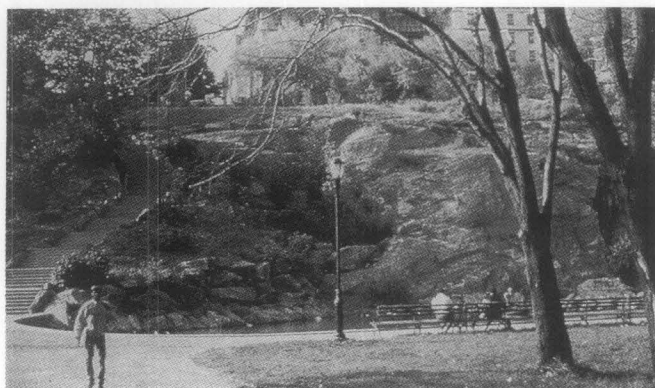
(d.) Hunnewell Visitors Center's entrance following rehabilitation, integrating an accessible path (left), platform, and new steps. Photo: Charles Birnbaum.

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.

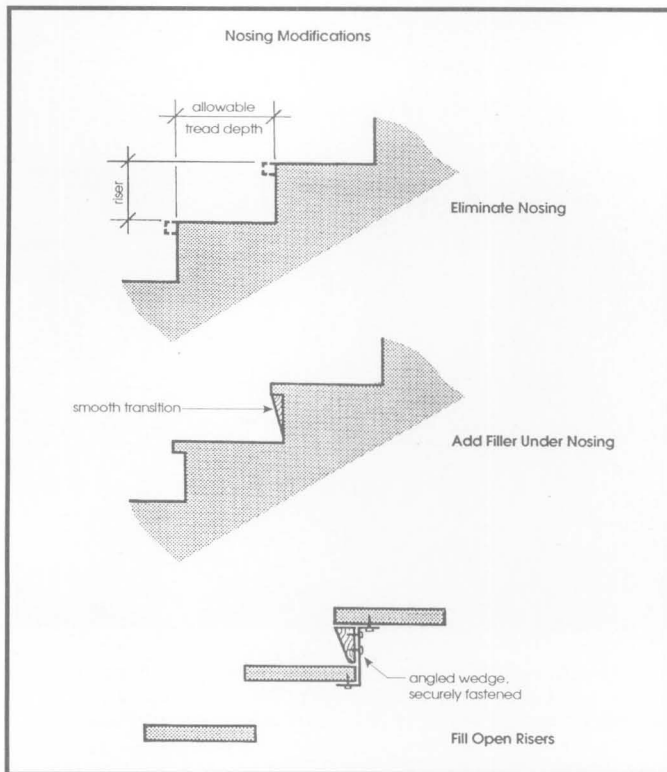


Figure 20. In certain situations it may be appropriate to modify stair nosings for persons with mobility impairments. Whenever possible, stairs should be modified by adding new materials rather than removing historic materials. Source: UFAS Retrofit Manual.

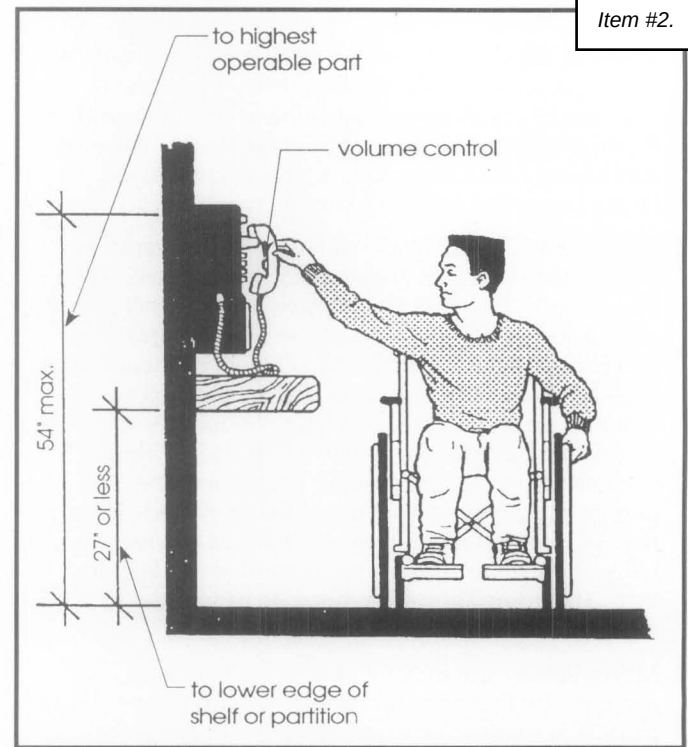
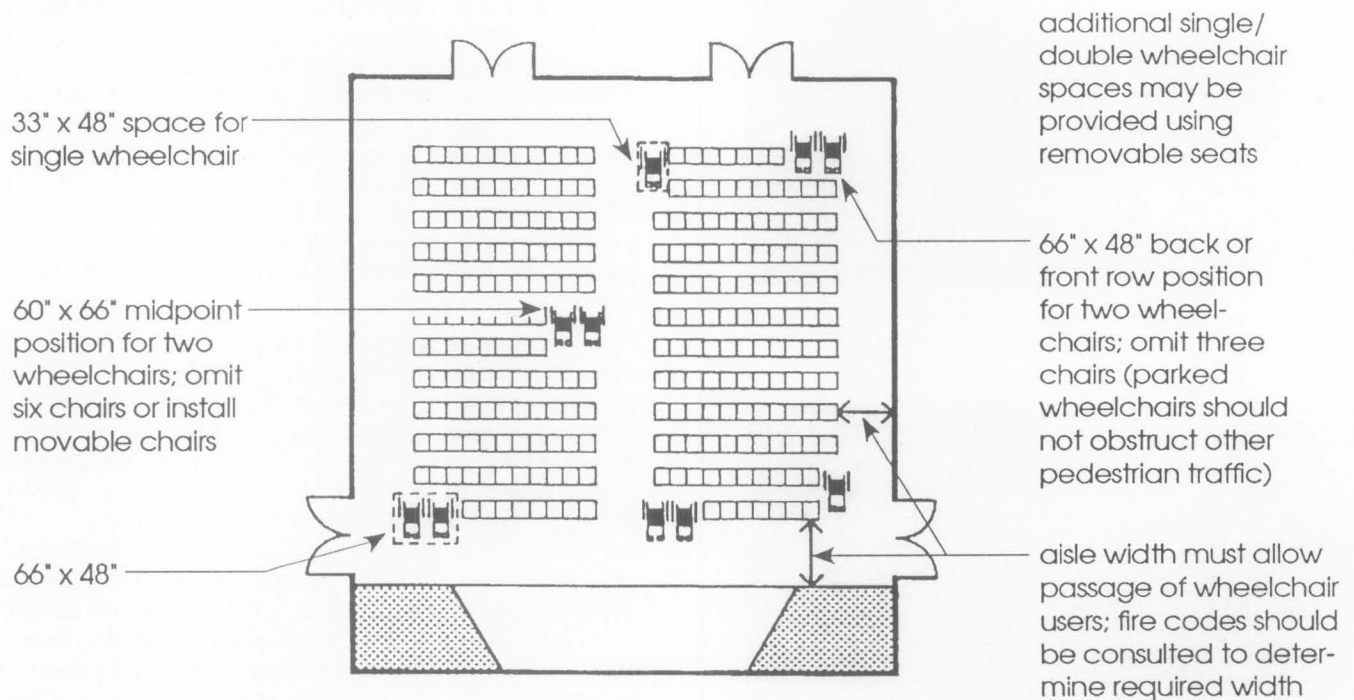


Figure 22. Amenities such as telephones should be at height that wheelchair users can reach. Changes to many amenities can be adapted with minimal effect on historic materials, features, and spaces. Source: UFAS Retrofit Manual.

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 connected by 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.

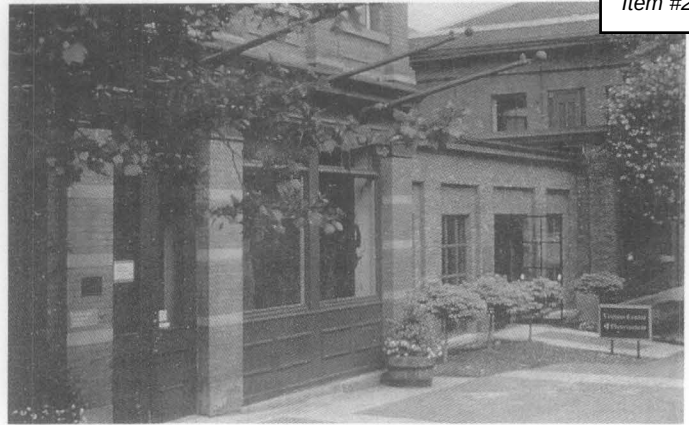


Figure 23. New additions to historic buildings can be designed to increase accessibility. A new addition links two adjacent buildings used for the Albany, New York, Visitor's Center, and incorporates an accessible entrance, restrooms, and signage. Photo: Clare Adams.

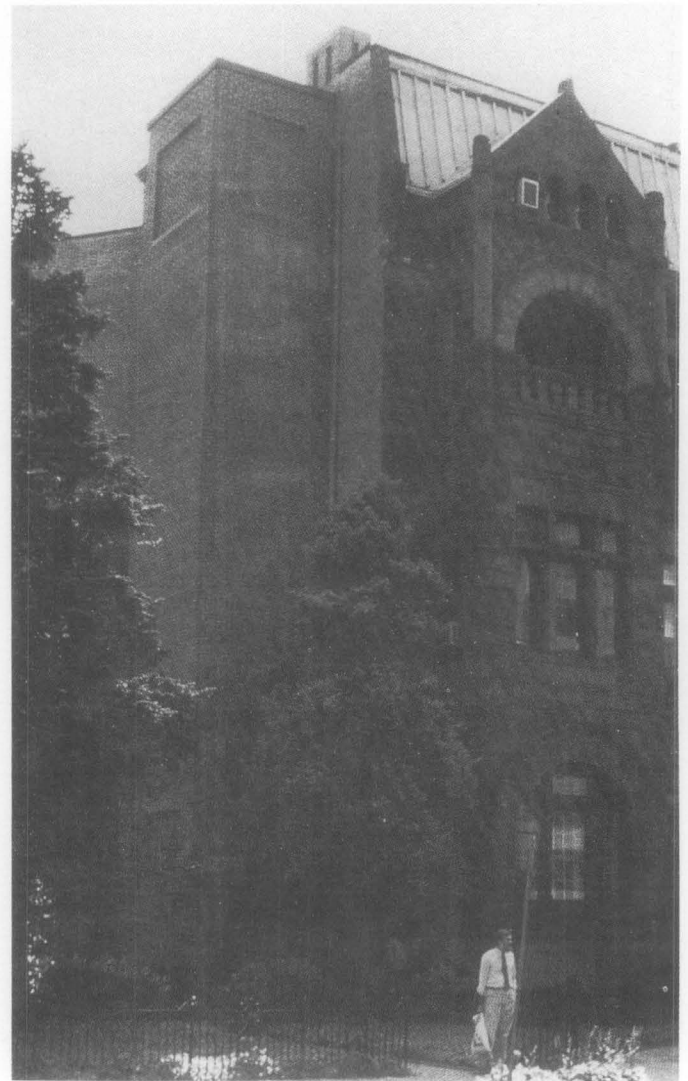


Figure 24. Creating an accessible entrance with a new elevator tower requires a compatible design. This elevator addition blends in with the historic building's materials and provides access to all public levels. Photo: Sharon Park.

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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Item #2.

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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.

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Preservation Briefs

See [Preservation Briefs 1 50](#) the web versions of the Preservation Briefs differ somewhat from the printed versions. Illustrations are new and in color; Captions are simplified and some complex charts are omitted. To order hard copies of the Briefs, see [Printed Publications](#).

PRESERVATION BRIEFS

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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
- Summary and References
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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.



A new elevator entrance was provided next to the stairs to provide universal access to the services inside. Photo: Courtesy, GSA.

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

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" (2.5 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.

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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.

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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.

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