

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

SUMMARY

Seattle Parks Department adopted the City's CPTED (Crime Prevention Through Environmental Design) Guidelines approximately twelve years ago and received ADA compliance citations for many of their facilities from the Department of Justice (DOJ) in 2012. To address the non-compliance concerns at Gas Works Park, Seattle Parks undertook an intensive review of the existing east pedestrian entrance to the park and the existing comfort station, with the overall goal of improving visitor safety, experience, functionality, accessibility and visibility. This application to the Seattle Landmarks Preservation Board ARC has been prepared to:

- 1) Review the significance and contribution of the existing comfort station to the original development of the park
- 2) Present the analysis of the existing comfort station, and pedestrian and parking access facilities from the east side of the park
- 3) Present the design for the new comfort station
- 4) Obtain approval of the proposed improvements that meets both the functional and historic preservation objectives of the project

The proposed project is primarily in response to 2012 DOJ citations regarding the accessibility deficiencies of the restroom facilities and pedestrian routes on the site. The project also aims to address Seattle Parks and Recreation's goals of 1) decreasing crime by opening spaces for maximum visibility and safety; 2) mitigating poor plumbing, electrical and structural conditions of the existing comfort station; 3) advancing new comfort station policies regarding universal/all gender access; and 4) enhancing visitor awareness of and experience with Gas Works' history.

ONGOING INITIATIVES AND OPPORTUNITIES

The Gas Works Comfort Station and East Entry/ADA project is part of a series of major maintenance and remediation initiatives, or Renaissance, at the Park which will greatly improve the visitor experience, including:

- Kite Hill Renovation
- Subsurface Remediation
- Play/Picnic Barn Renovation (over next 3 years)
- New Play Area (open in July 2018)
- Comfort Station Improvements/ADA
- East Entry Pedestrian and Vehicular Routes/ADA
- Repaving of inaccessible surfaces

This set of projects will allow Parks to address critical and non-compliance issues while at the same time affording **major opportunities to greatly advance the visitor experience** and access to the historic/landmark resources of Gas Works Park. These projects will:

- Improve aging infrastructure to meet modern standards
- Provide safe and ADA compliant Comfort Station
- Provide ADA access directly to Picnic Area/Picnic Barn

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

- Increase visual access and orientation to the Barn and Picnic Area
- Reduce CPTED/Safety dynamic and risks

PROJECT HISTORY

Everyone in Seattle is familiar with Gas Works Park, on the south edge of the Wallingford neighborhood, loved for its unique combination of industrial era machinery and production structures, lawns and open space, play areas, and views of the City and Lake Union. It is heavily used for both active and passive recreation. The park encompasses approximately 20 acres, the land mass projecting 400 feet into Lake Union with 1,900 linear feet of shoreline. It was created on the site of the former Seattle Gas Light Company gasification plant, which operated from 1906 to 1956 and purchased by the City of Seattle for park purposes in 1962; it opened to the public in 1975. The site was nominated to the National Register of Historic Places (NRHP) in 2002 (finally listed in 2013) and became a City of Seattle landmark in 2002. The park was designed by Seattle landscape architect Richard Haag, who won the American Society of Landscape Architects Presidents Award of Design Excellence for the project. (see attached project orientation and historic preservation graphics)

The City landmark ordinance, #121043, states that approval from the Landmarks Preservation Board (LPB) must be obtained before the owner may make alterations or significant changes any portions of the site, including the exteriors of all buildings and structures. A COA is not required for any in-kind maintenance or repairs of the landmark site and building features. In-kind maintenance and repair are considered, but not limited to, re-painting and re-staining of equipment and furniture with the existing color(s), repaving and re-stripping of parking lot and in-kind replacement of chain link fences. Although the comfort station was cited individually in the NRHP nomination, it was not specifically mentioned in the City of Seattle Landmark nomination, but as an existing structure in the Park, any change to the building falls under the purview of the LPB.

PROJECT DESCRIPTION

To address the vehicular and pedestrian accessibility, the scope includes revision of parking stalls in the east parking lot, and repaving between the parking lot and comfort station and the plaza in front of the comfort station. To address the deficiencies of the existing comfort station, three alternatives were considered: 1) renovate the existing structure; 2) build new within the existing footprint; and 3) build a new structure with new location and footprint. The proposed site improvements and new building design are described below and on the attached pages and drawings.

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

East ADA Entry Scope

The site and landscape scope of work includes adding three ADA stalls at the east entry parking area. The walkway from these parking stalls and the park entry to the comfort station will be regraded to comply with ADA standards, and will necessitate cut and fill of 200' of the existing path. To minimize disturbance to the existing trees located to the east of the path, the walk will be narrowed from 20' to 14'.

- Restripe ADA Parking at East Entry, with (2) Accessible Parking Spaces and (1) Van Accessible Parking Space
- Add (3) new ADA parking signs
- Provide (2) new ADA compliant curb ramps at East Entry from parking lot
- Repave/replace existing brick paver area to be level and ADA compliant
- Replace existing bollards
- Remove existing trip hazard railroad tracks and replace with metal detail cast in concrete to give recognition to tracks while also being ADA accessible
- Regrade entry to create gentler slope to comfort station for ADA compliance
- Repave asphalt from entry to comfort station to have an ADA compliant slope
- Trim existing walkway from 20' wide to 14' wide

Restroom Plaza and Improved Picnic Area Scope

- Removal of the existing noncompliant ADA Ramp and provision of new ADA Ramp to Picnic Area
- Lowering of the existing wall at west edge of Picnic Area and creation of a new planter for improved visibility and aesthetics
- New view corridor from restroom plaza to Picnic Area
- Improved brick paving surfaces at the Picnic Area
- Installation of four new Katsura trees, *cercidiphyllum Japonica*, 3" caliper, where the two existing Katsura trees, (1 @ 10" caliper, and 1 @ 12" caliper) are removed

The new paving at the restroom and adjacent plaza will be ADA compliant, and will be constructed of brick bordered by a concrete band, which mimics the existing paving. Two Katsura trees are being replaced with four, per Parks' 2:1 replacement policy, due to the construction of the new comfort station, paving improvements, and required grading in the location of the two affected trees.

Connection from the restroom plaza to the Picnic Area will be an ADA-compliant ramp. The Picnic Area will remain unchanged except for the relocation of two picnic tables and one grill, and the west edge wall modifications to accommodate the new ramp.

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

New Comfort Station Design

Three building options were considered and presented at multiple ARC meetings, including June 15 and November 21, 2018. The alternatives included :

- 1) Retain and rehabilitate the existing comfort station
- 2) Retain the existing “roofprint” and construct new below
- 3) Provide new structure in an adjacent location

The third option, a new structure, was selected for design development, and the final design proposal is presented here, as it addresses Parks’ critical goals of accessibility, provides maximum visibility and safety, and enhances park visitor experience.

- Demolition of the existing 1975 five-stall comfort station, separate Men’s and Women’s
- Construction of new comfort station with four individual ADA accessible unisex stalls, 10’ by 10’, each with toilet and sink, and plumbing chase
- Rectangular 32’-8” by 13’-8” footprint, with central gable roof form, 14’-11” high at ridge with asymmetrical overhangs on the east and west
- 7/8” corrugated metal roofing, factory-coated, with exposed steel structure below
- Parge-coated CMU exterior walls, painted
- Glazed CMU interior walls, with perforated steel plates between stalls at upper edge
- Painted steel doors and frames
- Broom finish concrete floor

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

EXISTING COMFORT STATION ANALYSIS

The existing comfort station was constructed in 1975, in what is known as the North Lawn. It is a one story, hipped-roof structure of painted CMU and exposed wood framing. Without the covered outdoor spaces, it occupies approximately 800 square feet. The form was conceived of by Rich Haag, the visionary landscape architect/designer of Gas Works Park, to resemble some of the gas works facilities that once occupied the site, according to the 2012 National Register Nomination. The actual building was designed by Gordon Walker, architect and principal at Olson-Walker & Associates, who had been contracted to provide the design for other restroom facilities throughout the park system in the 1970s.

Research has revealed that Olson Walker designed 5 of the 26 comfort stations for Parks between 1972 & 1975. In addition to the one here at Gas Works Park, which is CMU with a metal roof, they include:

- Brighton Comfort Station – 1974 – Brick exterior with metal roof
- Queen Anne Bowl – 1972 – CMU with metal roof (Fig. 2)
- Meadowbrook Playfield – 1974 – CMU with metal roof (Fig. 1)
- Dr. Blanche/Lavizzo Park – 1974 – Concrete with metal roof

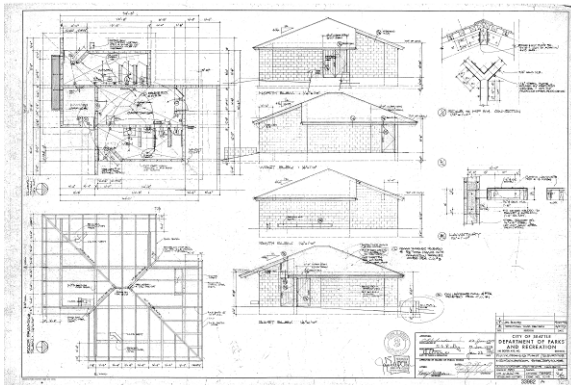


Fig. 1 Meadowbrook, 1974

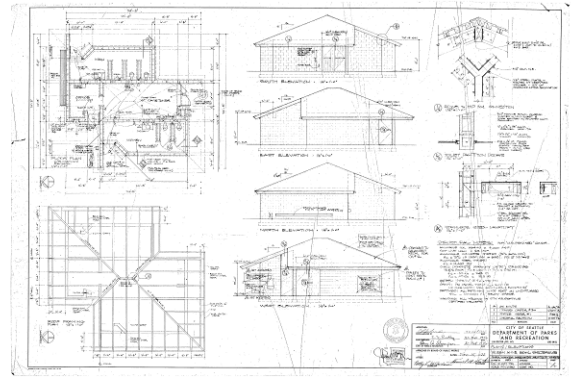


Fig. 2 Queen Anne Bowl, 1972

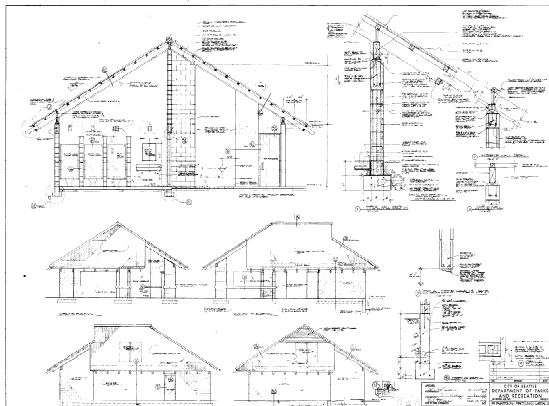


Fig. 3a Gas Works Park, 1976

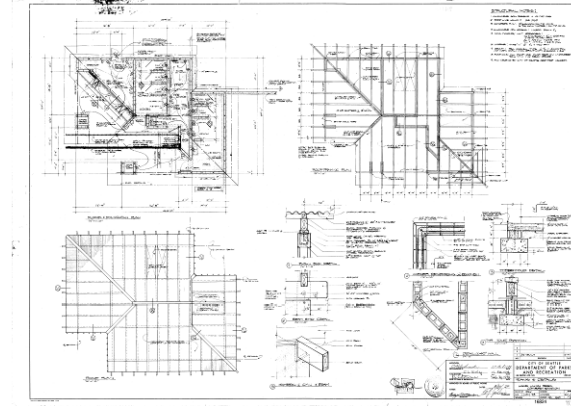


Fig. 3b Gas Works Park, 1976

Gas Works Park East Entry and Comfort Station Improvements

Narrative Description October 9, 2020

As is seen here, all of restrooms from that period were very similar in design and material, and appear to be a standard that was modified only slightly to fit into the park in which they were constructed.

The existing Gas Works Park comfort station has a simple industrial esthetic and is aligned with the large, open Picnic Shelter to the south. Its hipped and truncated form matches the 7:12 roof slope of the adjacent structure and has exposed rafter tails and corrugated roofing that also match the Picnic Shelter and connected Play Shed. Like the standard form, the corner of the roof is notched to indicate the entrance to the concession and restroom areas. Other exterior character-defining features of the building include the following:

- Corrugated metal roofing (originally corrugated transite) installed on exposed 3x3 purlins
- 4' +/- overhang with exposed 4 x 8 rafter tails @ 3'-4" o/c
- Exposed heavy timber/bolted connections
- Unreinforced, painted CMU walls w/rowlock course at header height
- Painted wood doors and trim
- Diagonal plan element at concessions counter

The interior, which is divided into a concession area, a women's and men's restroom and a maintenance chase, contains a tall volume, with exposed roof structure (trusses and framing) up to approximately 16' at ridge in each of the restrooms. The interior walls are also painted CMU with header rowlock courses, and the floor is concrete.

The building's truncated plan elements align with the adjacent diagonal site plan elements, which include site walls, brick paving, and concrete on three sides. The north side is treated as the back of the building, with limited paving.

Seattle Parks and Recreation and Patano Studio did extensive studies on the building, including ADA compliance review, hazardous material surveys, structural and seismic evaluations, and mechanical and plumbing assessments. The building does not provide code compliant accessible restroom facilities, such as wheelchair turning clearances, stall configurations, and signage; it does not comply with the adopted crime prevention design parameters (CPTED); it is sited in a way that severely restricts safety and visibility to the Picnic Area to the east of the building; it contains a small amount of asbestos in the concession area and high levels of lead in some of the painted surfaces; and it does not meet current life-safety and seismic resistance codes. These studies and reports are available for review. The current restroom stalls cannot be made ADA complaint without reducing the fixture count. Parks has determined that this particular restroom has one of the highest uses in the City. (see attached existing conditions graphics)

Prior to this request for approval, Parks has presented the site design and building removal to the original designers, Rich Haag and Gordon Walker, both of whom have expressed strong support for the proposed new East Entry and Restroom Facility improvements. (see attached meeting minutes)

Also, in response to comments heard from the ARC in June 2018, the design team has reached out to Patricia Fels, AIA and Christine O'Hara, ASLA, the authors of the 1999 City of Seattle

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Landmarks Nomination, as well as the 2012 National Register Nomination, to gain insight into their thoughts about the significance of the park. Both women strongly confirmed that the substance of their nomination was the significant site structures, most importantly the gas works (the remaining towers and the large play barn and picnic shelter) and the brilliant integration of those structures into the comprehensive, award winning urban park. They agreed that the restroom building was a necessary but incidental feature in the overall design, which was rendered visually compatible by the adaptation of its typical exterior features and its deference to the existing structures.

Since Gas Works Park is an historic site and assemblage of buildings, the Secretary of the Interior's Standards for the *Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* was consulted for assistance in understanding the effects of the removal of the building and addition of a new one on the spatial organization of the site. In the Restoration Approach, the recommendation is to identify, retain and preserve the historic materials and features. In this case, the existing restroom structure is not part of the original gas works and while is sympathetic to the character of the industrial elements of the site, it does nothing to interpret the history of the site or contribute to its significance or spatial organization.

Additionally, the *Restoration Guidelines* in the Secretary of the Interior's Standards, has sections on considerations for Accessibility and Health and Safety Concerns. It allows for the addition of new features in the landscape to make accessibility improvements and address health and safety concerns provided it is done 'in a manner that preserves adjacent features, materials and finishes from the restoration period' and provided the new structure minimizes its impact on the cultural landscape and is compatible in character, materiality, placement and arrangement.

DESIGN AND REDEVELOPMENT GOALS

In addition to the desire to provide an improved and universally accessible comfort station, the building evaluation was strongly influenced by Crime Prevention Through Environmental Design (CPTED), design standards that are widely used in park design and have been adopted by Seattle Parks and Recreation. CPTED strategy relies on creating spaces that raise the certainty of being caught to deter criminal activity. The existing comfort station does not provide direct visibility to all restroom entries from the adjacent plaza and Picnic Area. CPTED standards promote an environment that provides greater visibility, decreases uncontrolled access to the restrooms, and provides clear directional flow for users. When implemented, these elements will promote safety and positive social interactions in the Picnic Area, where unwanted activities often occur because of its visually hidden location, tucked behind the existing comfort station.

Images of the existing conditions and the proposed design are provided as part of this application.

GAS WORKS PARK

East Entry and Comfort Station

LANDMARKS PRESERVATION BOARD



PATANO STUDIO
ARCHITECTURE

BCRA 





AGENDA:

1. Introductions
2. Project Orientation
3. Historic Preservation
4. Purpose & Goals
5. Existing Conditions
6. Proposed Site Improvements & Building Design Proposals



Geoff Visek

Seattle Parks and Recreation | Patano Studio Architecture

INTRODUCTIONS:

Seattle Parks and Recreation

- Jay Rood | Capital Project Coordinator
- Redi Karameto | Senior Architect
- Scott Stevens | Senior Civil Engineer

Bola Architecture and Planning

- Rhoda Lawrence | Principal

Patano Studio Architecture

- Christopher Patano | Studio Director

Landmarks Preservation Board



Richard Haag Associates records

Seattle Parks and Recreation | Patano Studio Architecture

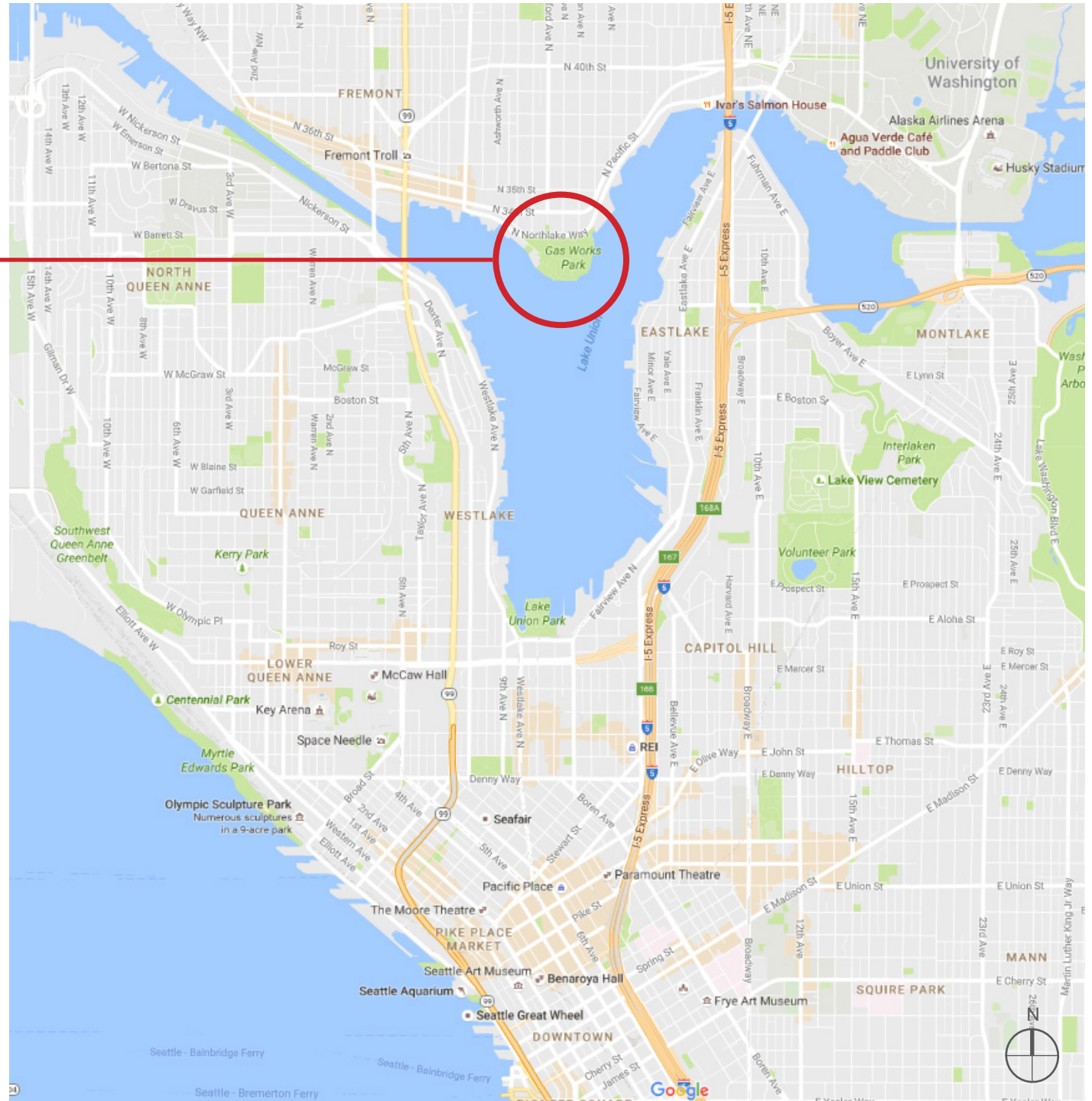
PROJECT ORIENTATION:

Project Location

Site Context

project location

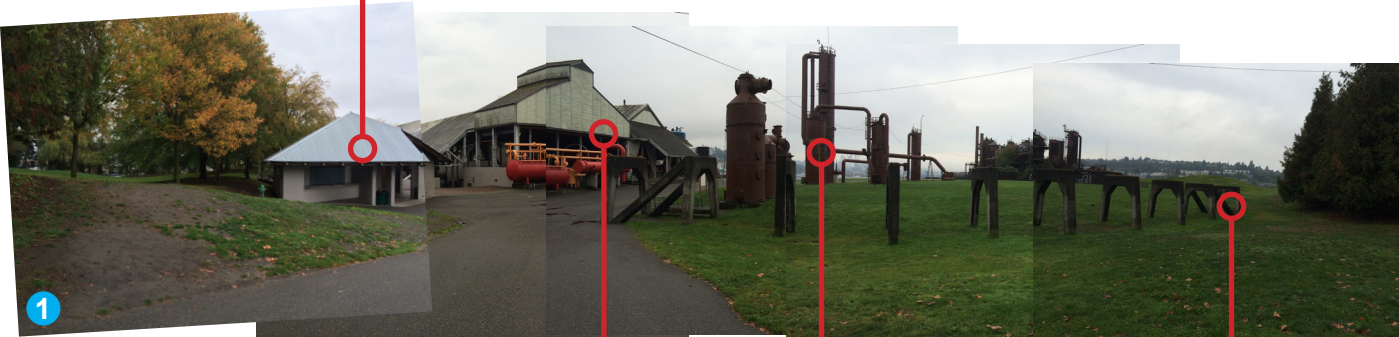
Gas Works Park is located north of Lake Union and overlooks the heart of downtown making it one of Seattle's prized vistas.





SURROUNDING SITE CONTEXT

COMFORT STATION



Picnic Shelter and Play Barn



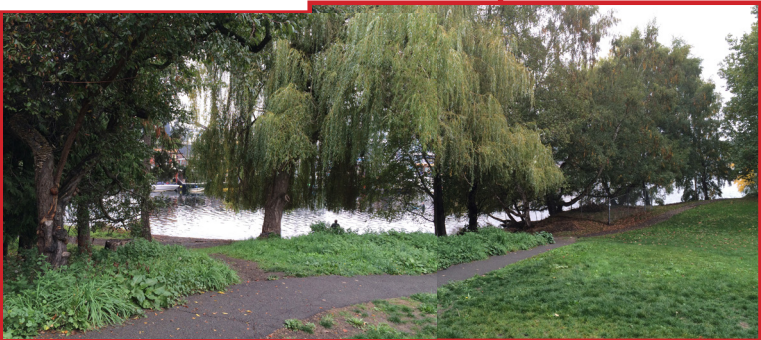
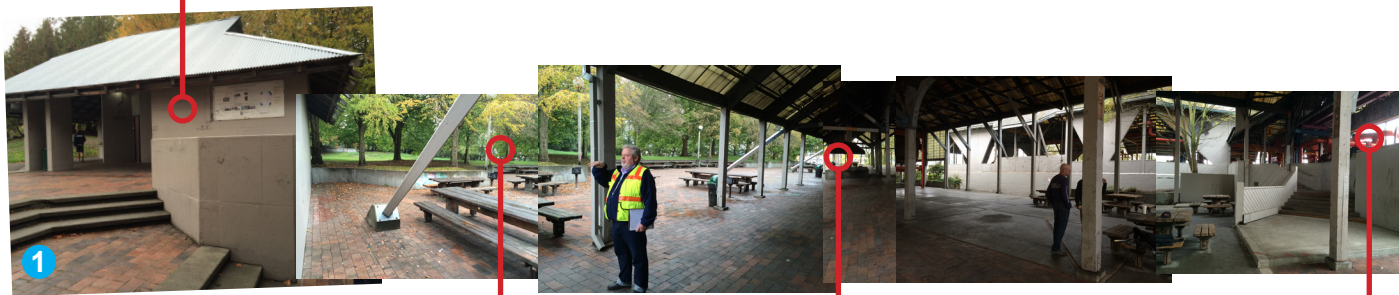
Towers



Concrete Train Trestles

SURROUNDING SITE CONTEXT

COMFORT STATION



North Lawn



Picnic Shelter and Play Barn



Remaining Industrial Pipes and Tanks



SITE HISTORY:

- 1872 - Seattle Coal and Transportation Company
- 1900 - Seattle Lighting Company
- 1930 - Seattle Gas Company
- 1962 - Purchased By the City
- 1971 - Richard Haag Associates Master Plan
- 1975 - Opened to the Public
- 1990 - Becomes a Seattle Landmark
- 2002 - Nominated for National Register of Historic Places

1870s - A new more efficient method of coal gasification required large amounts of fresh water making Gas Works Park current location an idea location of the plant.

1873 - Seattle Gas Light Company was established



1878 - Seattle's first gasworks, near Pioneer Square

Drawn by E.S. Glover. University of Washington Libraries Special Collections Division



ca. 1910 - Seattle Lighting Company
University of Washington Libraries Special Collections

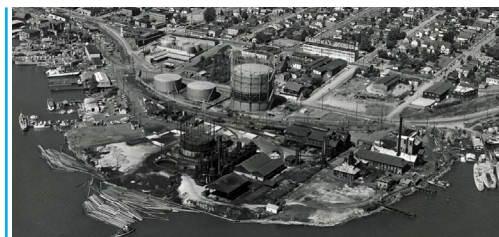
1930 - New technology made crude oil cheaper than coal and the proximity to water made oil easily offloaded by ship.



Seattle Gas Company, 1950

Floyd Naramore, CBE Visual Resources Collections

1956 - Natural gas became available. The plant shut down later that year.



ca. 1960

local police department

1999 - City of Seattle's Landmarks Preservation Board voted to approve Gas Works park as Seattle Landmarks

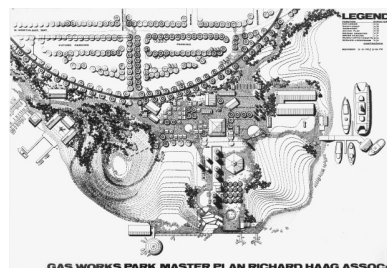
2002 - Gas Works Park was nominated to the National Register of Historic Places



1906 - Seattle Gas Light Company opened their new plant at the Gas Works Park current location.



1938



1971 - RHA's Gas Works Park Master Plan for industrial preservation approved by Park Board

Richard Haag Associates records



2008

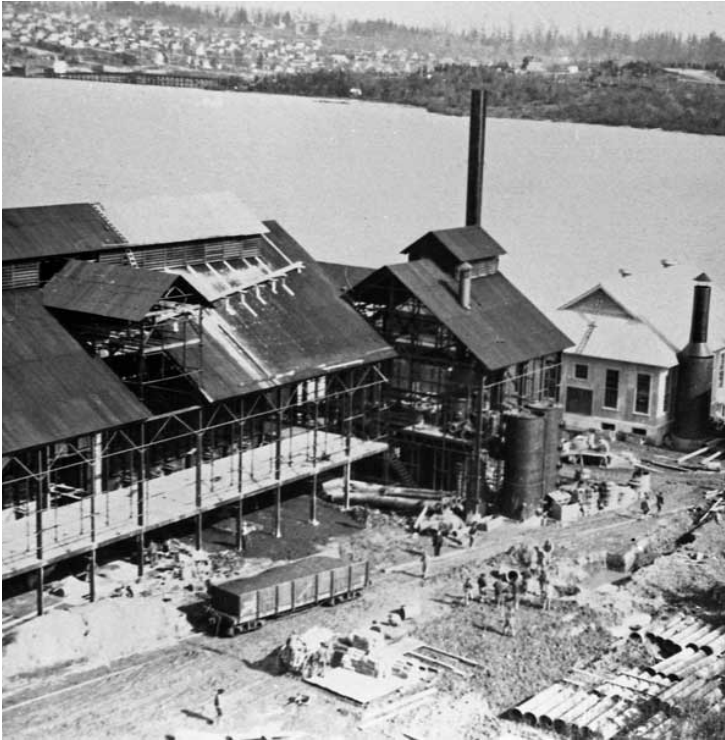


1975 - Gas Works Park opens to the public

CBE Visual Resources Collections

1872 -1961

A Brief History of Gas Works in Seattle



Lake Union Gas Works, 1907

Michael Maslan



ca. 1971

Museum of History & Industry, Seattle PI photographer

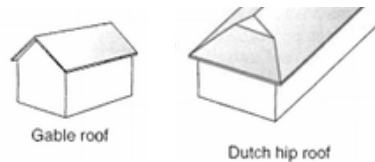


Museum of History & Industry



A Study of Form

The early structures use simple roof shapes, mainly Gable Roofs and Dutch Hip Roofs



Gable roof

Dutch hip roof

A Study of Material

Many of these early structures were constructed of steel and wood and clad/roofed with metal. The plant towers are made of metal, painted in its prime, but eventually left to weather naturally.

1962 - PRESENT DAY APPEARANCE

A Brief History of Gas Works in Seattle

“Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.”

- National Parks Service Technical Preservation Service (TPS) Standards and Guidelines

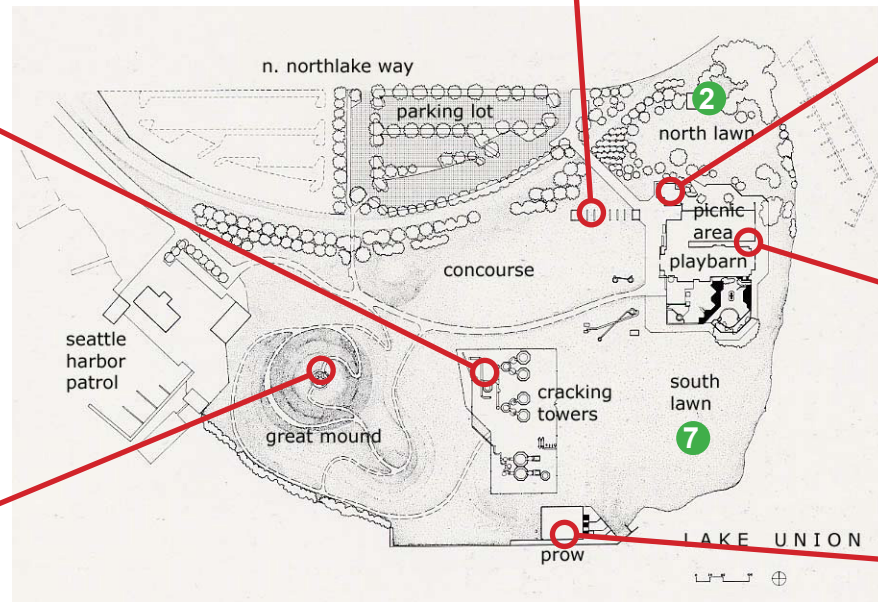
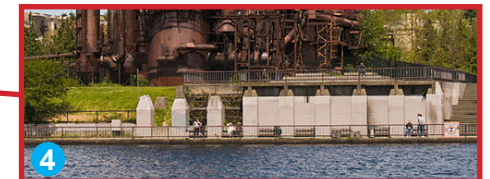


1971 - Gas Works Park as a concept, Rendered by Dale Jorgensen

Collections of Richard Haag

1962 - PRESENT DAY APPEARANCE

A Brief History of Gas Works in Seattle



Richard Haag Associates, Park Master Plan:
"The plan is purposely under-designed; it represents a strong skeleton which can evolve in rhythm and rhyme with the new directions in life and play-styles"

-www.fogwp.org (Friends of Gas Works Park)

Seven Components of Gas Works Park as described in the 1999 COA:

- 1) Earth Mound
- 2) The North Lawn
- 3) The Towers
- 4) The Prow
- 5) The Picnic Lawn and Shelter (the Boiler House),
- 6) The Play Barn (the Pump House) and Train Trestles
- 7) The South Lawn

Not Included in the 1999 COA:

X) Comfort Station

1962 - PRESENT DAY APPEARANCE

A Brief History of Gas Works in Seattle



The Play Barn and Picnic Shelter

The buildings date back to the original coal-gas facility (ca. 1910) and were constructed of wood [and clad with metal]. The wood frames of both building remain intact and in place on concrete slab foundations.

- Report of Designation, City of Seattle Landmarks Preservation Board, May 5, 1999



Some of the industrial technology has been left to remain from the original Pump House (Play Barn) and Boiler House (Picnic Shelter). Pumps, Compressors and piping have been repainted.

1962 - PRESENT DAY APPEARANCE

A Brief History of Gas Works in Seattle



Rich Haag

Towers

There are two groups: 1) six synthetic natural gas generator towers with their attendant processing towers, and 2) oil coolers (between the Play Barn and the generators).

- *Report of Designation, City of Seattle Landmarks Preservation Board, May 5, 1999*



Concrete Train Trestles

A part of the original 1906 gas plant and ran along the north side of the Office and laboratories Building. Nothing remains of the building, but the trestles show where the train tracks ended and coal was delivered. Coal cars would ride up the trestles and release coal into hoppers parked under the trestles.

- *Report of Designation, City of Seattle Landmarks Preservation Board, May 5, 1999*



Purpose & Goals of Project:

Purpose

- Accessible Routes
- Accessible Restrooms
- Life Safety Code Compliant Structure

Goals

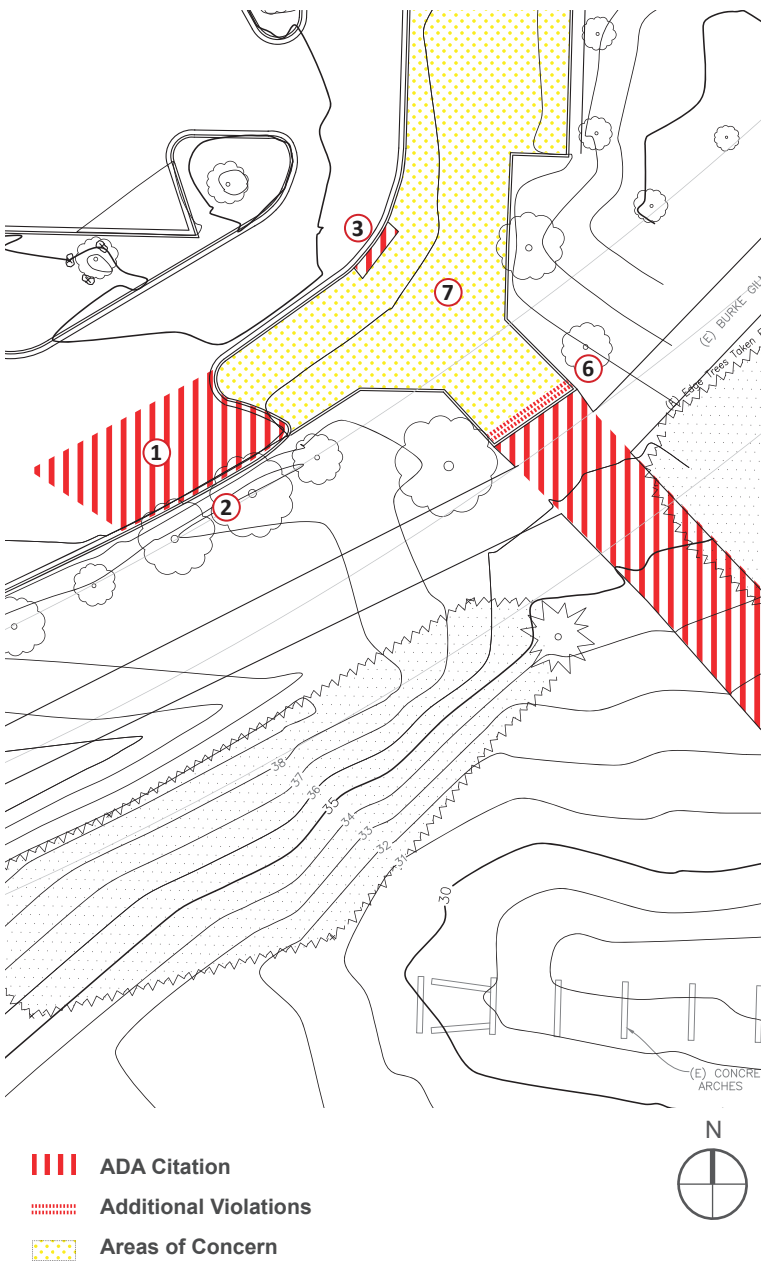
- Help visitors understand the broader story of Gas Works Park history.
- Design with CPTED (Crime Prevention Through Environmental Design)
- Create open spaces for maximum visibility and safety
- Relation to surrounding existing structures through like material



EXISTING CONDITIONS:

- Accessibility
- Comfort Station Existing Conditions
- Comfort Station Similarity to Other Sites
- Visibility

ACCESSIBILITY



1 & 2. parking quantity/dispersion and signage



3. curb ramp slope is inaccessible

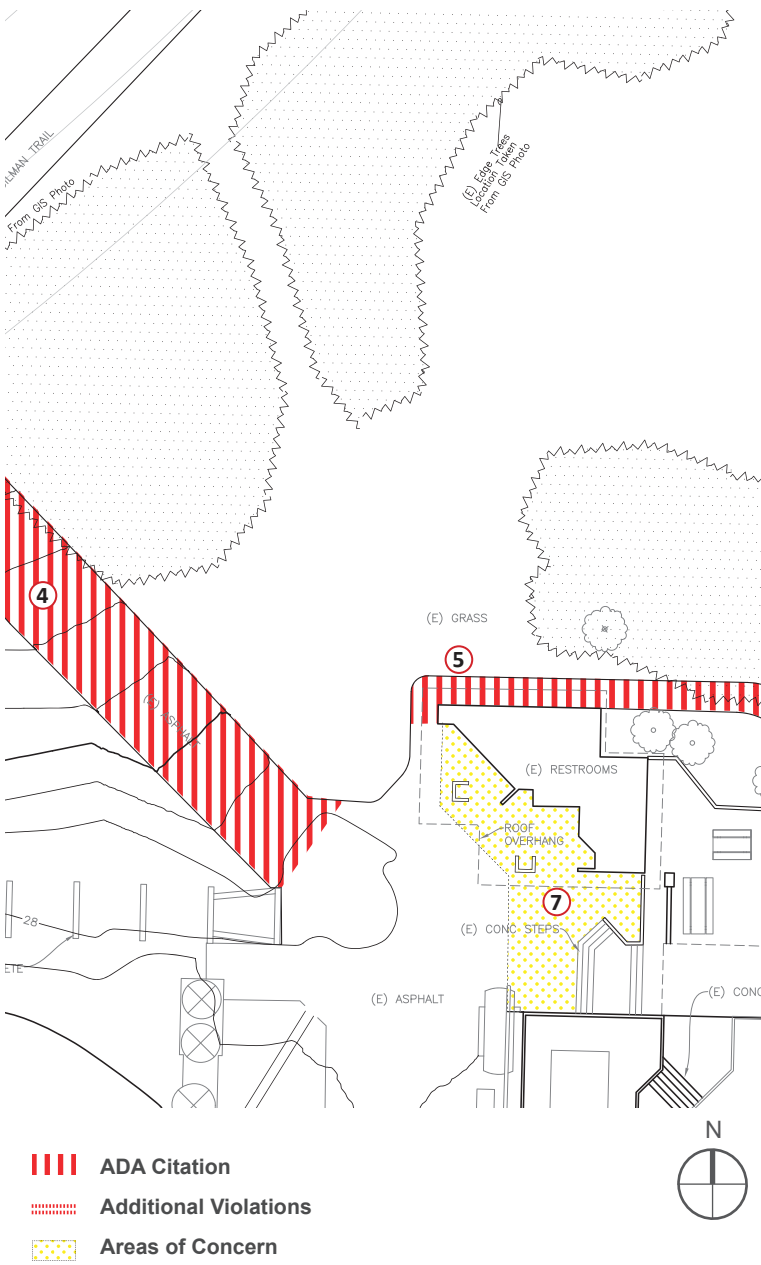


6. tracks create uneven pavement at the entry



7. inaccessible routes due to uneven paving

ACCESSIBILITY



4. walkway is inaccessible due to cross slope



5. tree roots create uneven pavement at ADA pathway



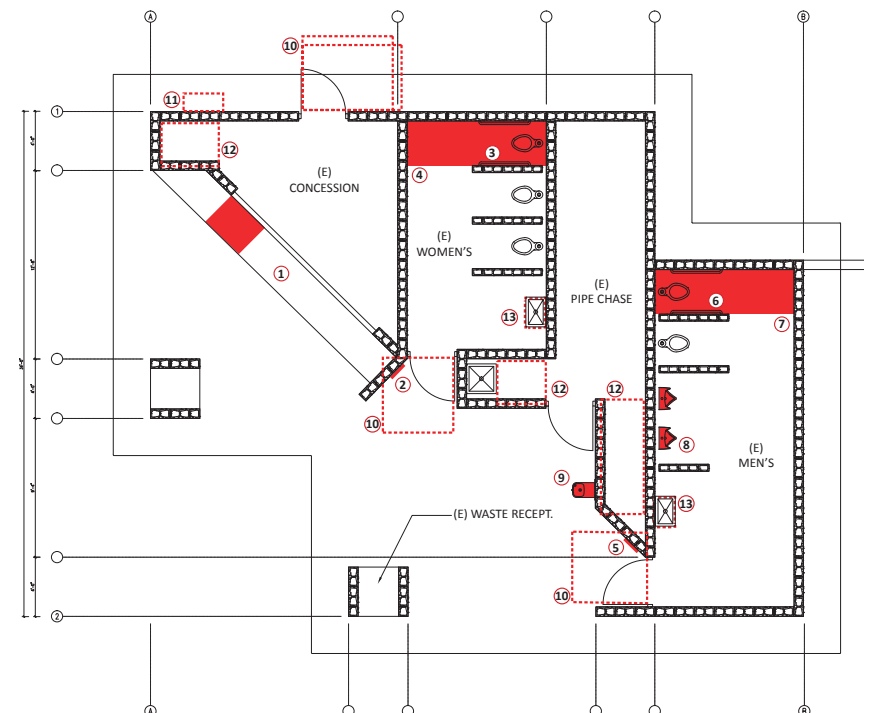
7. uneven paving

[illegible]

1. Parking Quantity/Dispersion
2. Parking Signage (Van Accessible)
3. Curb Ramp
4. Accessible Route (Cross Slope)
5. Accessible Route (to Picnic Area)

6. Change in Level (Railroad Tracks)
7. Change in Level (Uneven Brick Pavement)

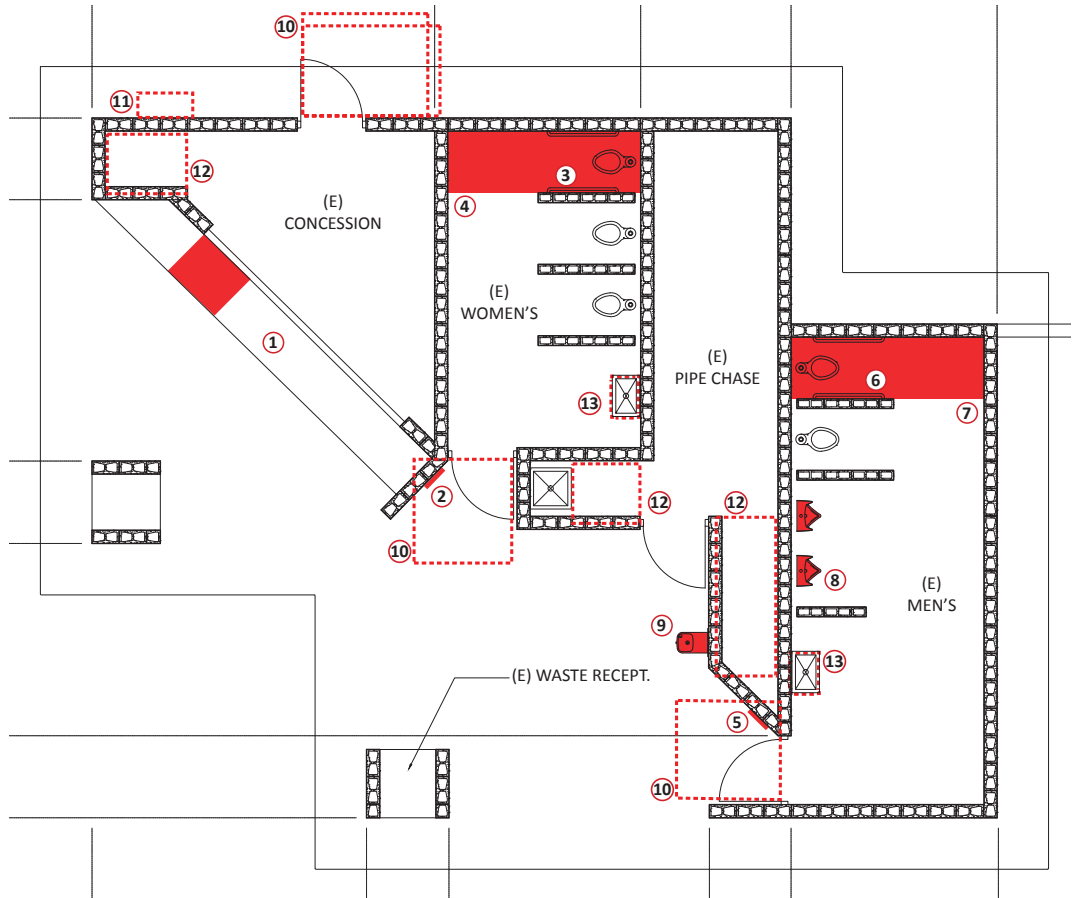
8. Curb Ramp (for designated parking at far end of parking)
9. Ramp Edge Protection (from walking path to Play Barn)
10. Ramp (from walking Path to Play Barn, lip at top of ramp)
11. Accessible Route (to Sand/Play Area)



1. Concession Counter Height
2. Women's Restroom Signage
3. Women's Dispenser Mounting Height
4. Women's ADA Stall Configuration
5. Men's Restroom Signage
6. Men's Dispenser Mounting Height
7. Men's ADA Stall Configuration
8. Men's Urinal (missing an elongated rim)
9. Drinking Fountain (inadequate knee space, no standing drinking fountain provided for people who have difficulty bending/stooping)

10. Maneuvering Clearances
11. Protruding Object
12. Maneuvering Clearance in an Alcove
13. Sink (undersink pipe protection)

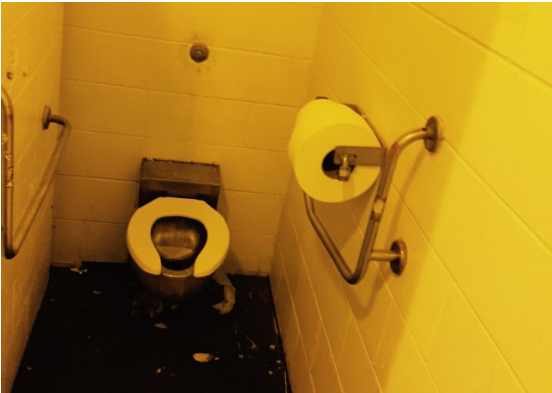
ACCESSIBILITY



1. concession counters height



2&10. 45° push pull entry and signage



3,4,6&7. stall configuration and dispenser locations



8. inaccessible urinal due to no elongated rim



9. drinking fountain height

COMFORT STATION - EXISTING CONDITIONS



Plumbing Condition

Fixtures are inefficient and at the end of their useful life. Plumbing is in need of an upgrade.

Electrical System

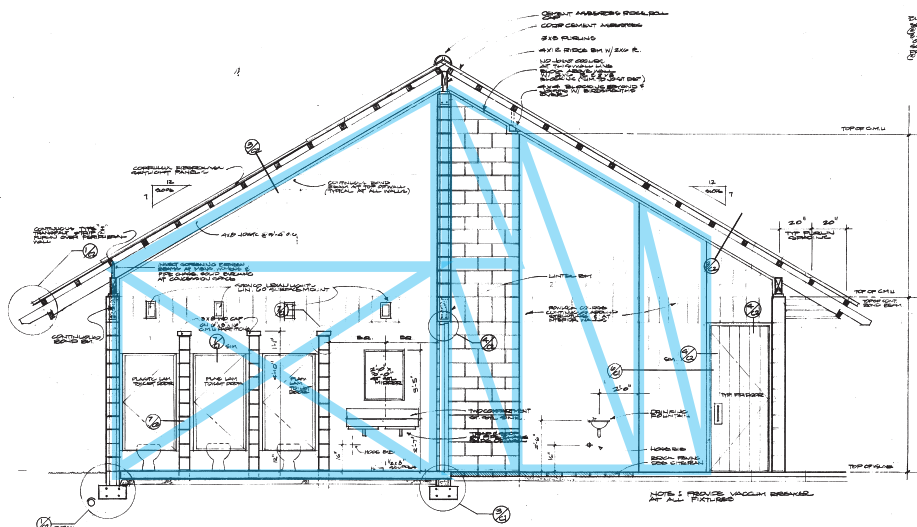
Systems are inefficient and at the end of their useful life. A full replacement is needed.

Roof Rafters

Wood Rafters are showing signs of rotting and need to be replaced.



COMFORT STATION - EXISTING CONDITIONS



Existing structure with bracing overlay



Example of seismic retrofit of masonry wall

Seismic Retrofit

The CMU Structure is not structurally reinforced.
The current height of the masonry walls requires a seismic retrofit to meet life safety code.

SIMILARITY TO BUILDINGS AT OTHER SITES

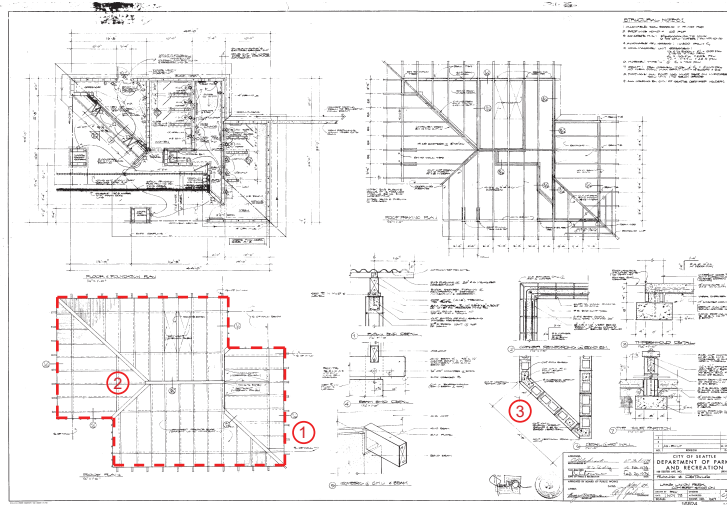


Fig. 1. Gasworks Park, 1976

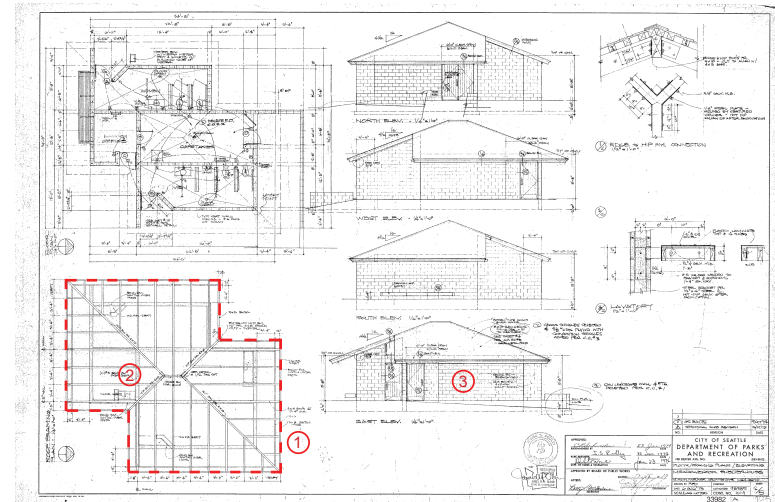


Fig. 2. Meadowbrook, 1974

Gasworks comfort station similarity to Olson Walker projects at other sites:

1. Notched roof / building form at Gasworks comfort station (1976) also present at Meadowbrook (1974), Queen Anne Bowl (1972) & Dr. Blanche/Lavizzo Park (1974).
2. Hipped roof construction also utilized at Meadowbrook (1974) & Queen Anne Bowl (1972).
3. Unreinforced CMU construction also utilized Meadowbrook (1974) & Queen Anne Bowl (1972).

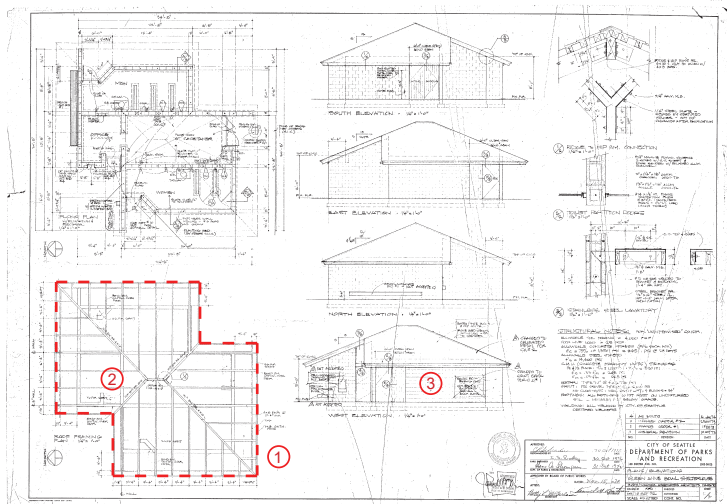


Fig. 3. Queen Anne Bowl, 1972

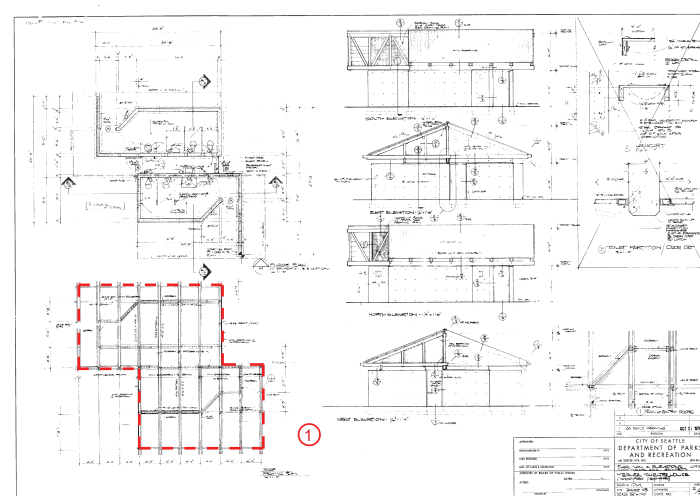


Fig. 4. Dr. Blanche/Lavizzo Park, 1974

VISIBILITY ANALYSIS





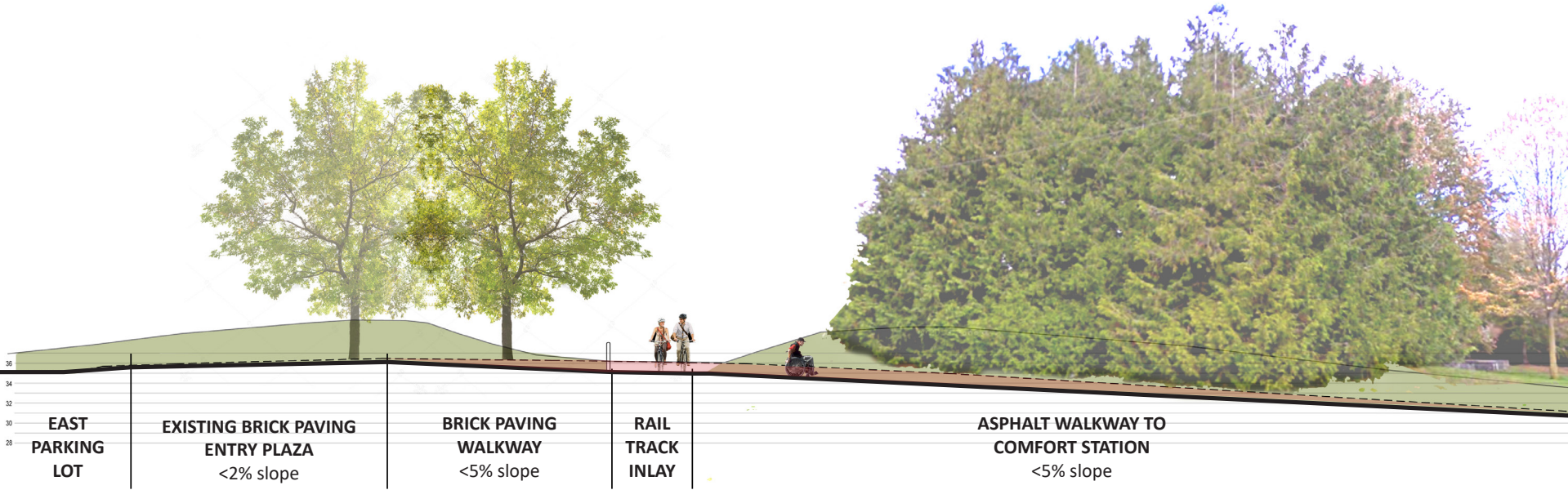


SITE DESIGN PROPOSED:

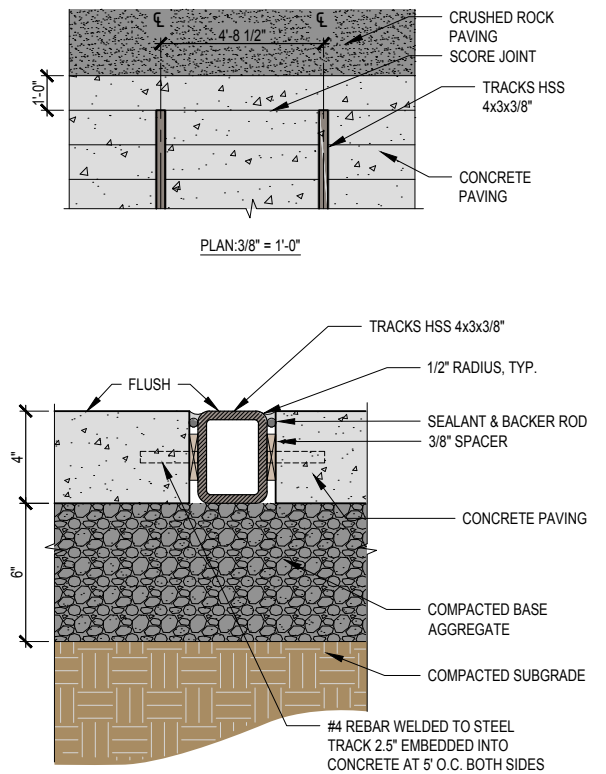
Site Design

- New Accessible Routes
- Railroad Tracks
- Open Visibility
- Paver Material
- Seating Area

EAST ENTRY: PROPOSED ADA SLOPE SECTION



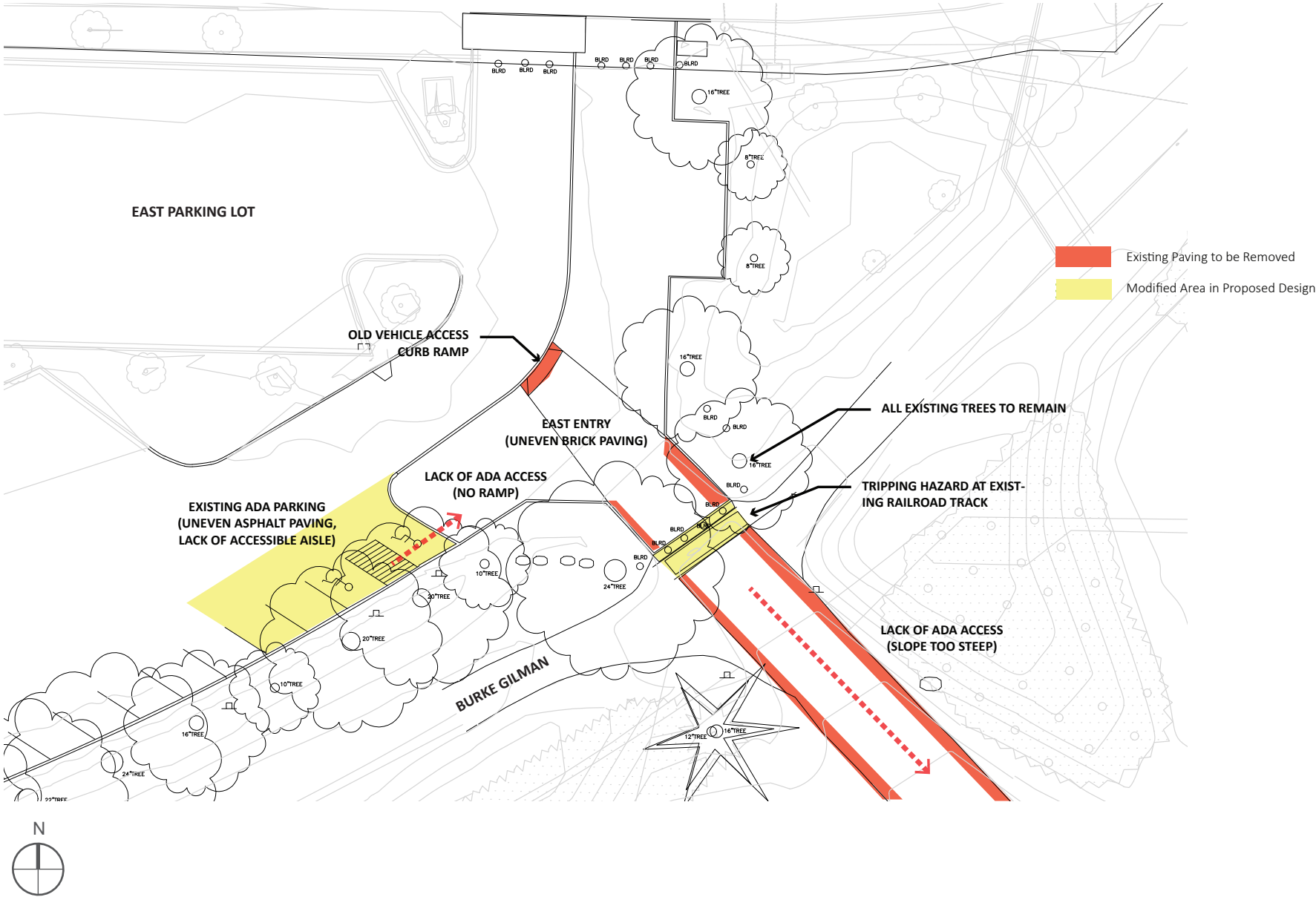
EAST ENTRY: RAILROAD TRACKS



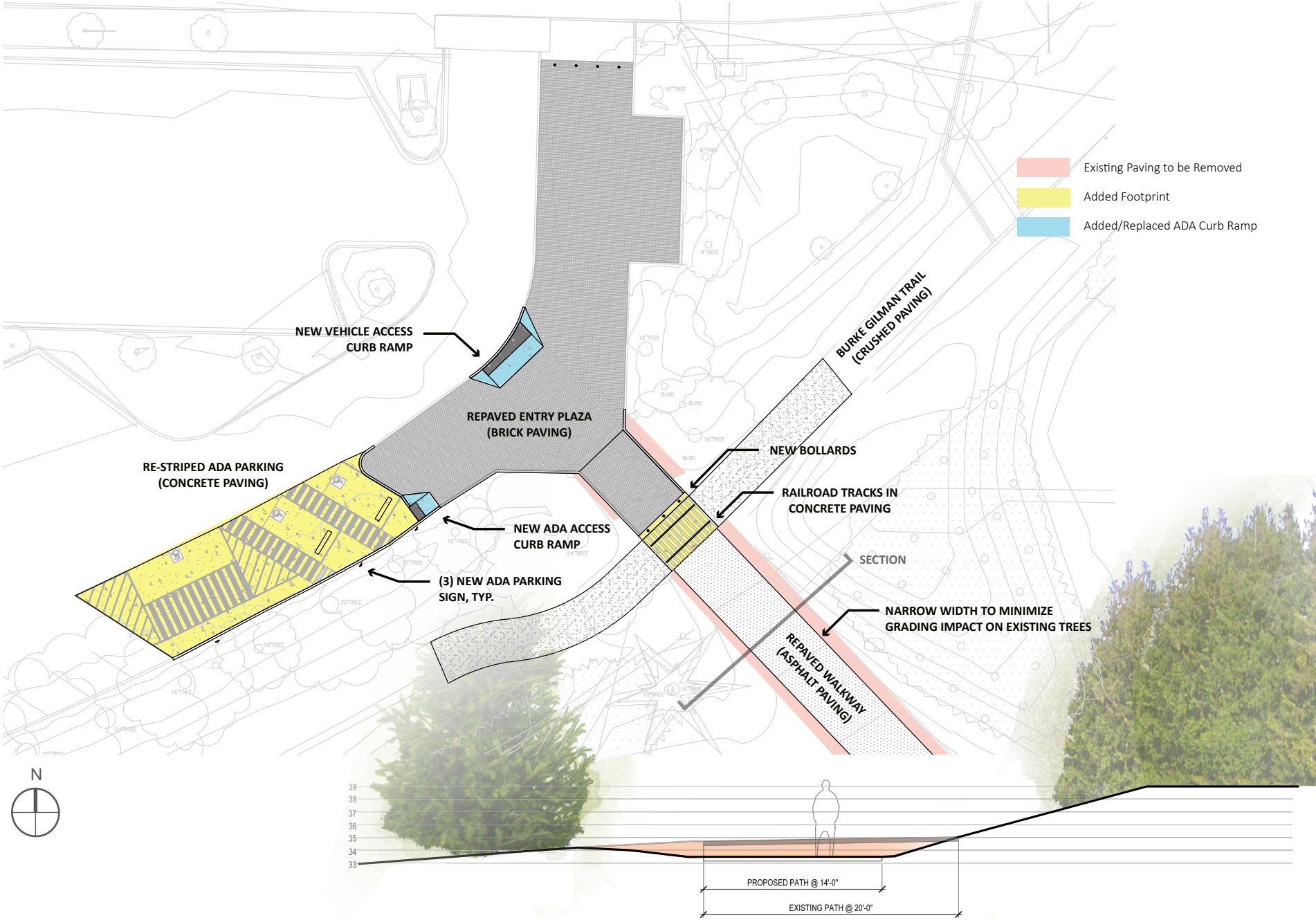
Existing Railroad Tracks at East Entry

Proposed Accessible Track Design

EAST ENTRY (EXISTING)



EAST ENTRY (PROPOSED)





BUILDING DESIGN:

Proposals:

- Existing Condition
- New Building

BUILDING DESIGN PROPOSALS: OPTIONS



EXISTING CONDITION



NEW BUILDING

GAS WORKS PARK

MATRIX

PROPOSALS:

EXISTING CONDITION

OPT. A: RENOVATE
EXISTING

OPT. B: NEW BUILDING
(WITHIN EXISTING FOOTPRINT)

OPT. C: NEW BUILDING
(MODIFIED FOOTPRINT)

ASSESSMENT CRITERIA:

RETAINS THE EXISTING BUILDING CHARACTER

INCREASES STALL COUNT

MEETS PARKS UNIVERSAL/ GENDER NEUTRAL
COMFORT STATION POLICY

REQUIRES DEMOLITION OF EXISTING
STRUCTURE

REQUIRES DEMOLITION OF EXISTING UTILITIES/
INFRASTRUCTURE

REQUIRES SEISMIC RETROFIT

PROVIDES ADA RESTROOMS

PROVIDES ADA ACCESS TO PICNIC AREA

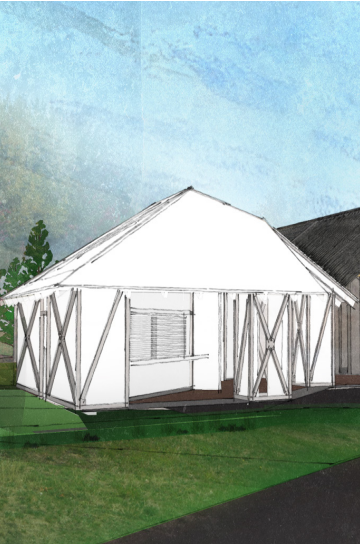
INCREASE VISIBILITY TO PICNIC AREA

MEETS CPTED (CRIME PREVENTION THROUGH
ENVIRONMENTAL DESIGN)

EXISTING CONDITION



OPT. A: RENOVATE EXISTING



OPT. B: NEW BUILDING
(WITHIN EXISTING FOOTPRINT)



OPT. C: NEW BUILDING
(NEW FOOTPRINT)



RETAINS THE EXISTING BUILDING CHARACTER	●	●	●	
INCREASES STALL COUNT			●	●
MEETS PARKS UNIVERSAL/ GENDER NEUTRAL COMFORT STATION POLICY			●	●
REQUIRES DEMOLITION OF EXISTING STRUCTURE			●	●
REQUIRES DEMOLITION OF EXISTING UTILITIES/ INFRASTRUCTURE		●	●	●
REQUIRES SEISMIC RETROFIT	●	●		
PROVIDES ADA RESTROOMS		●	●	●
PROVIDES ADA ACCESS TO PICNIC AREA				●
INCREASE VISIBILITY TO PICNIC AREA				●
MEETS CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN)				●

GAS WORKS PARK

MATRIX

PROPOSALS:

EXISTING CONDITION

NEW BUILDING

ASSESSMENT CRITERIA:

RETAINS THE EXISTING BUILDING CHARACTER



INCREASES STALL COUNT



MEETS PARKS UNIVERSAL/ GENDER NEUTRAL COMFORT STATION POLICY



REQUIRES DEMOLITION OF EXISTING STRUCTURE



REQUIRES DEMOLITION OF EXISTING UTILITIES/ INFRASTRUCTURE



REQUIRES SEISMIC RETROFIT



PROVIDES ADA RESTROOMS



PROVIDES ADA ACCESS TO PICNIC AREA



INCREASE VISIBILITY TO PICNIC AREA



MEETS CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN)



EXISTING CONDITION

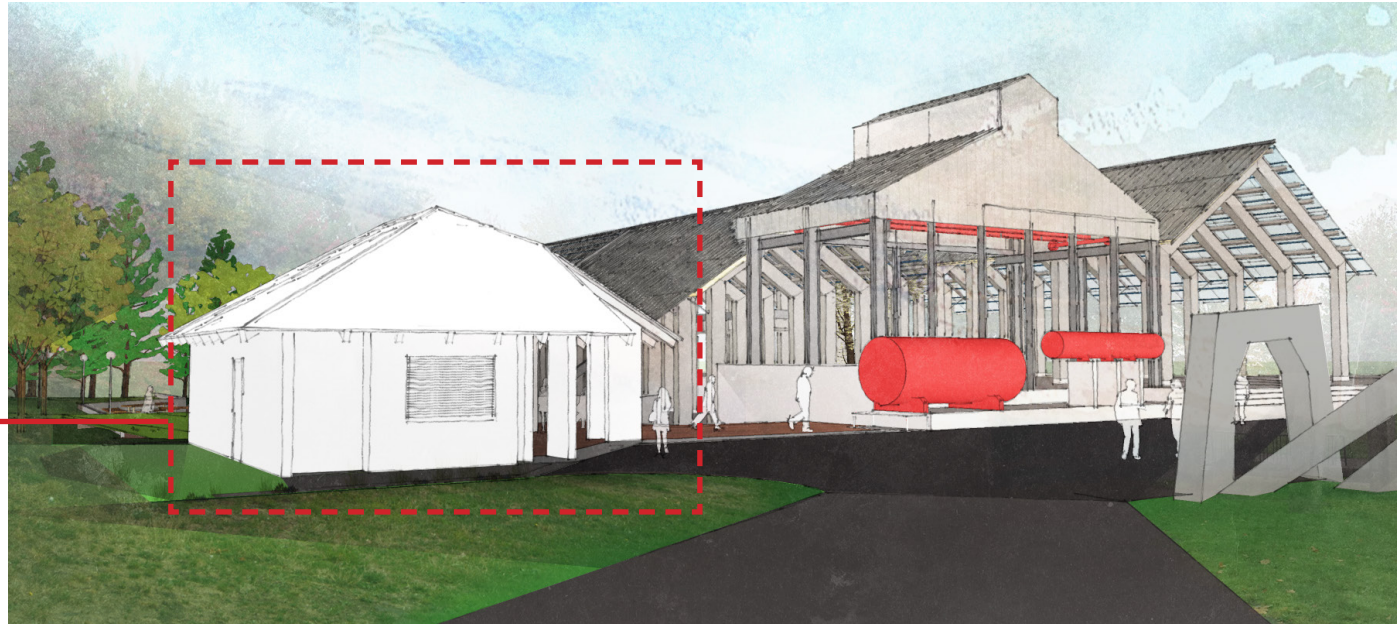


NEW BUILDING

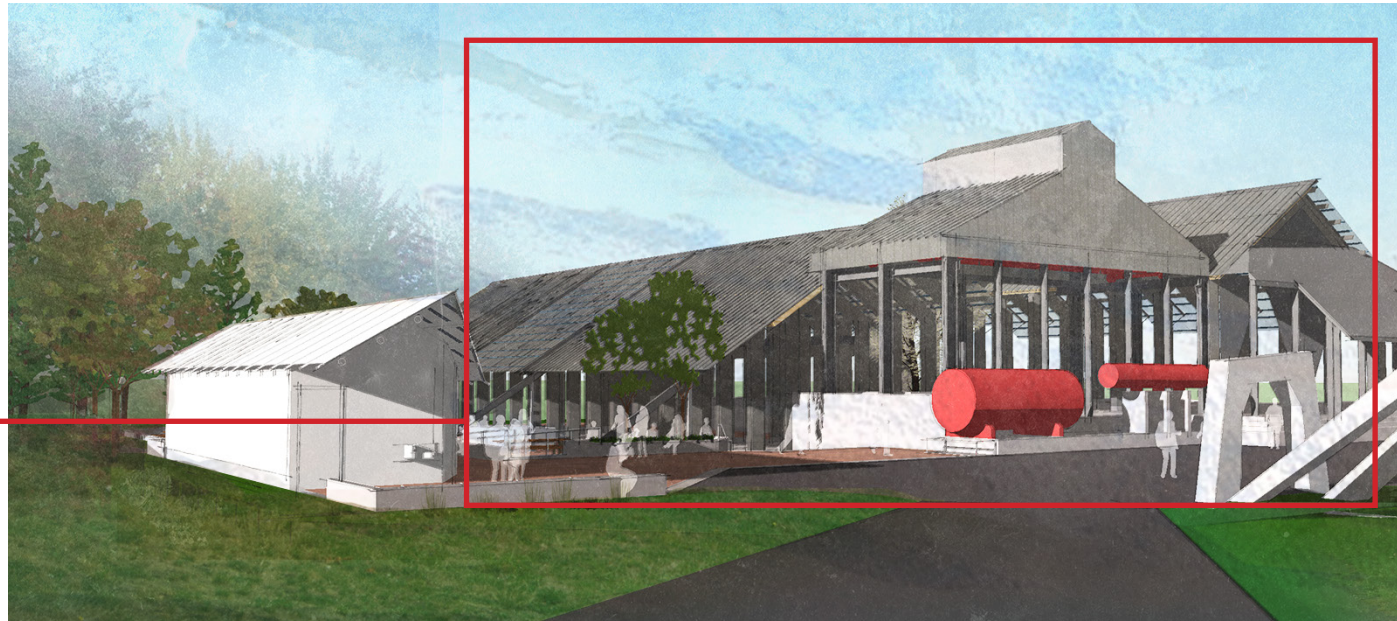


ENTRANCE EXPERIENCE: EXISTING FOOTPRINT VS. NEW FOOTPRINT

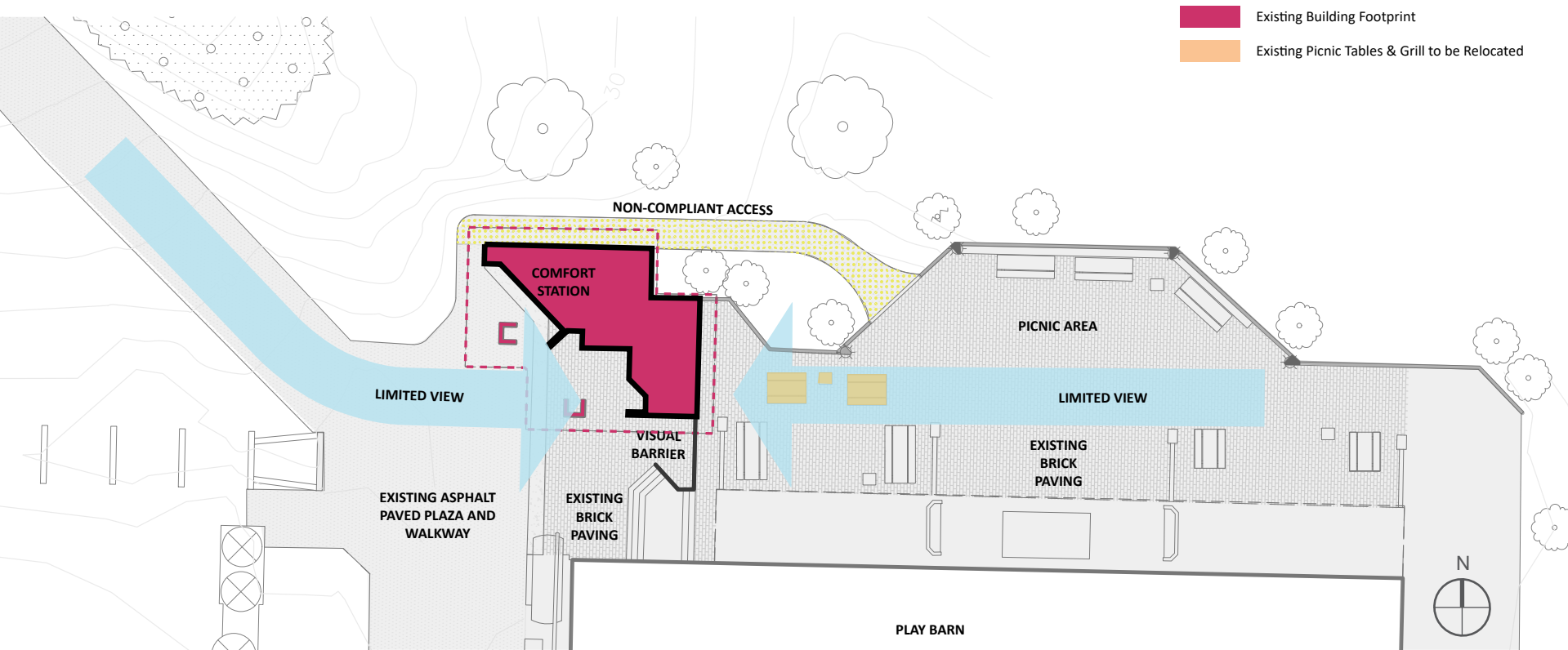
GREETED BY RESTROOMS



GREETED BY GAS WORKS PARK

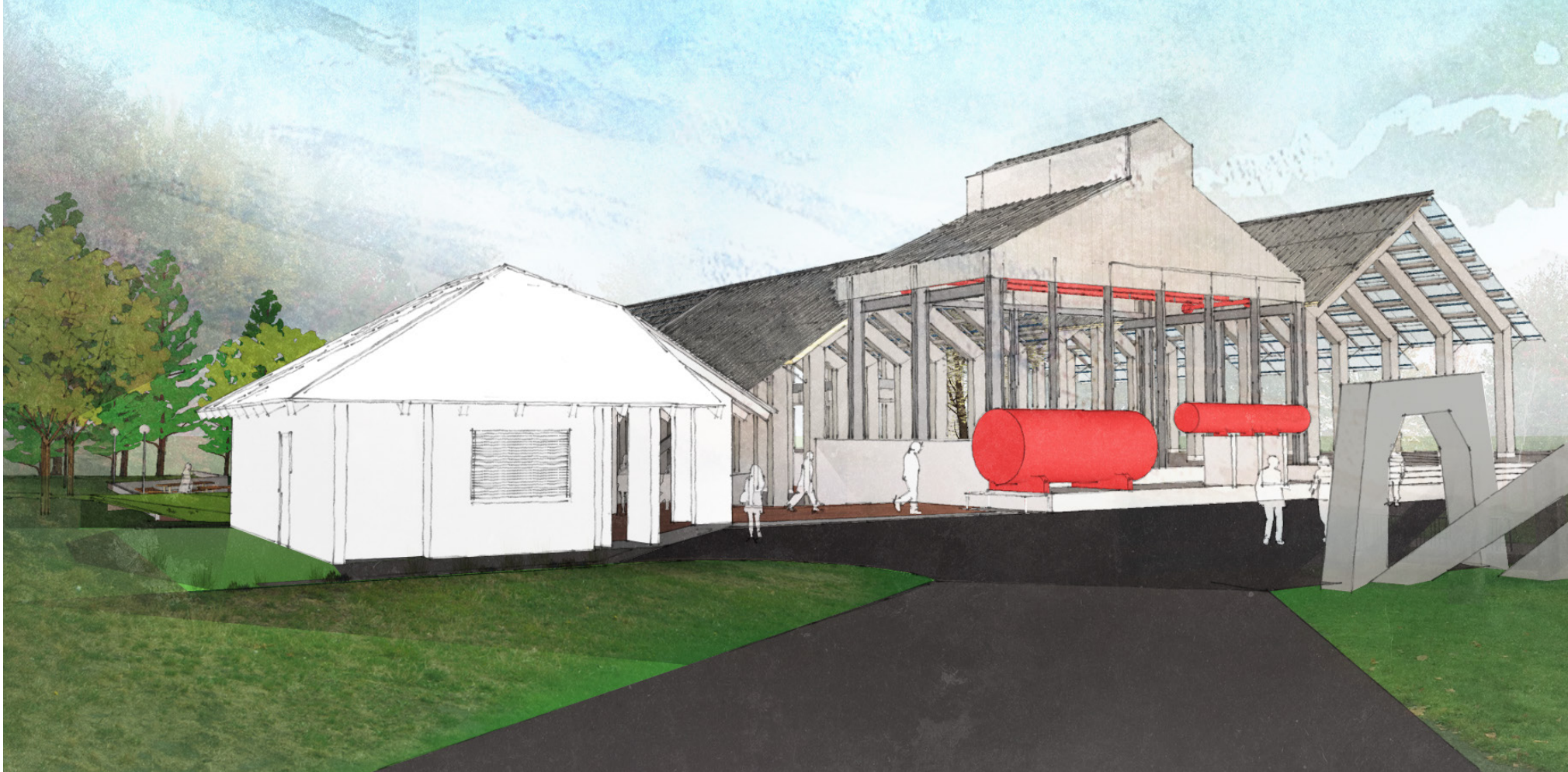


EXISTING CONDITION



EXISTING CONDITION

EAST ENTRY



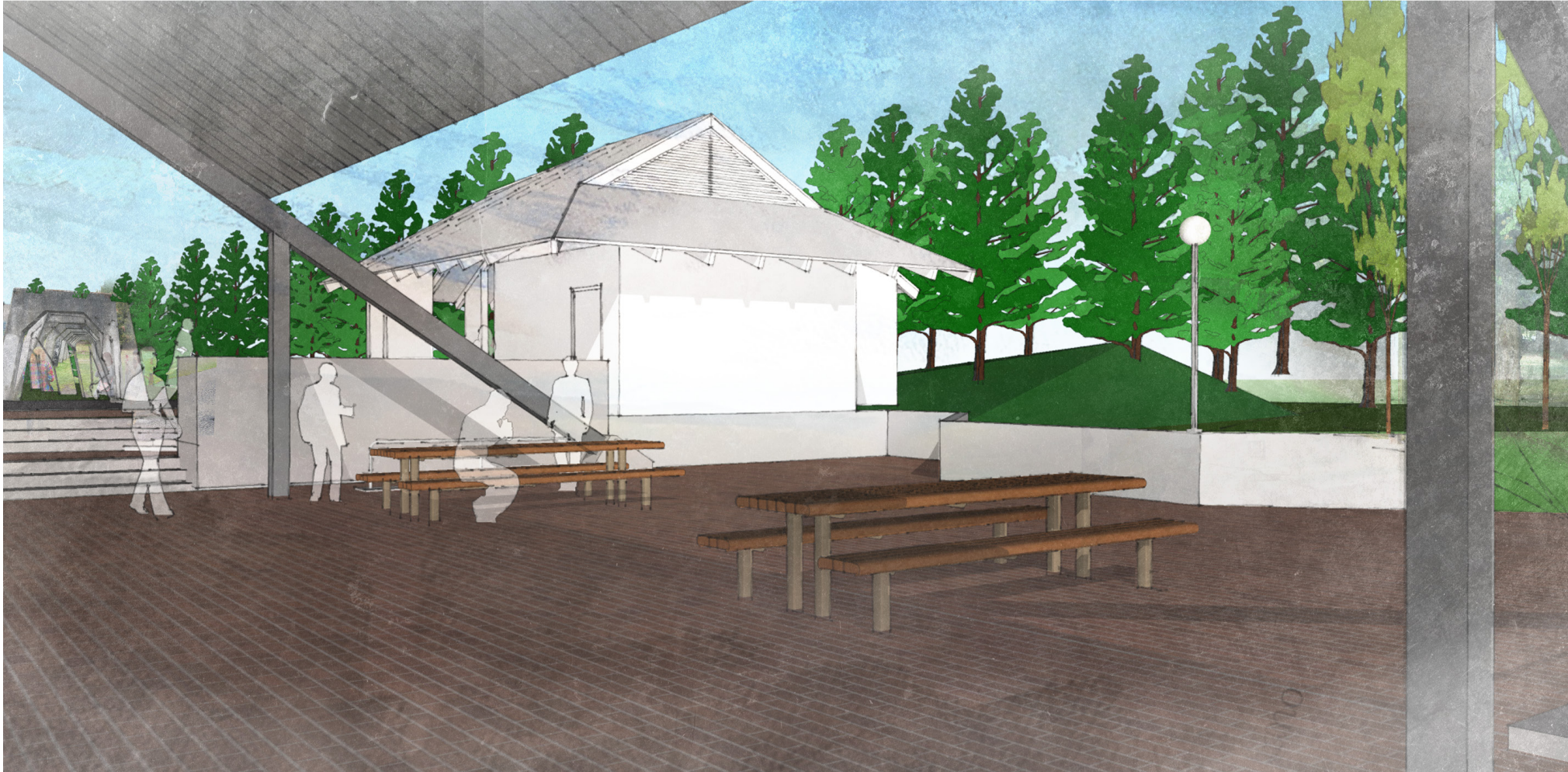
EXISTING CONDITION

FRONT VIEW

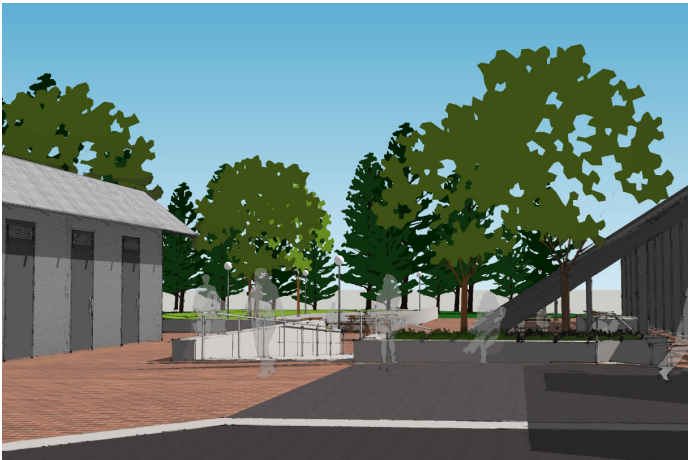
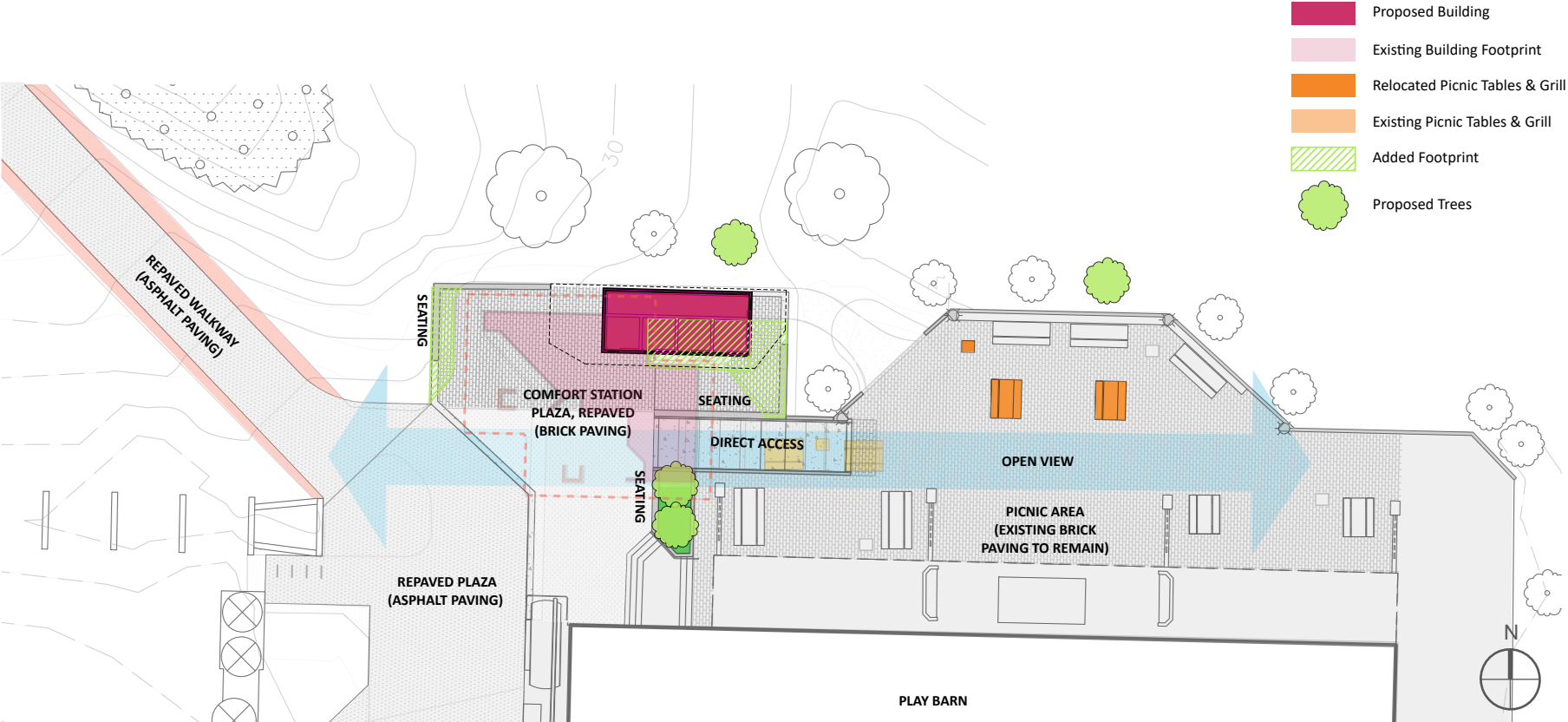


EXISTING CONDITION

SOUTH & EAST FACADES



NEW BUILDING



NEW BUILDING

EAST ENTRY



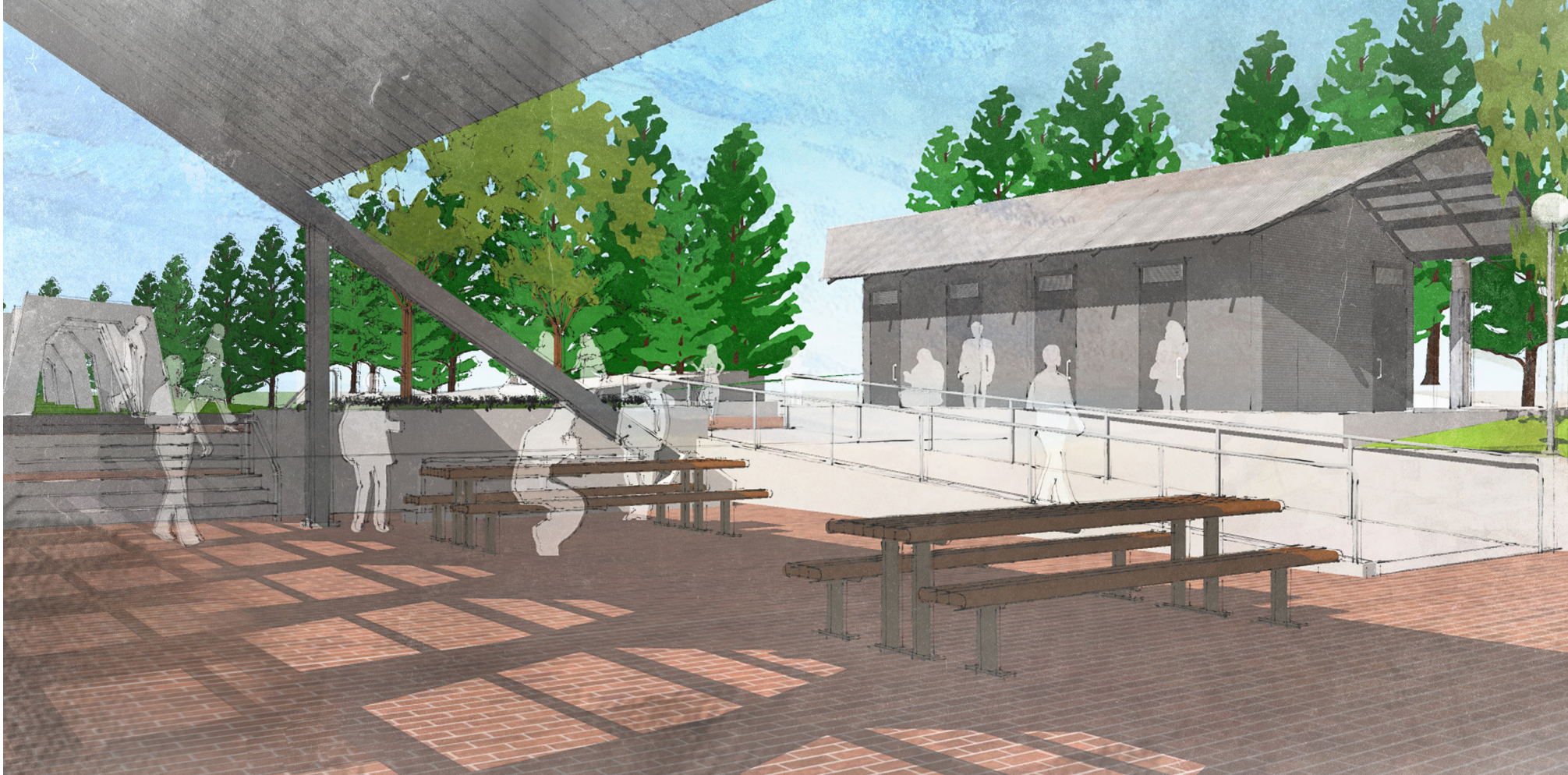
NEW BUILDING

FRONT VIEW

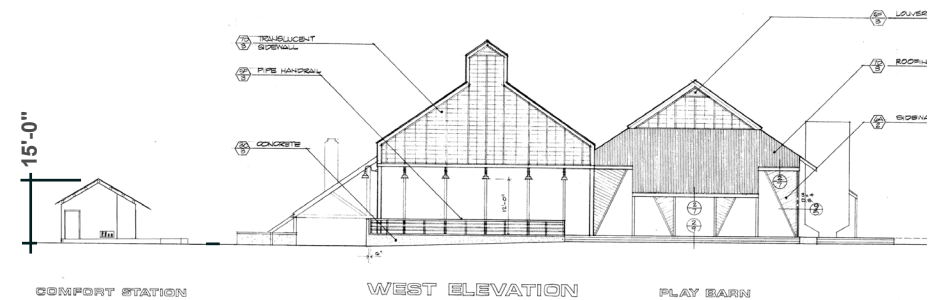
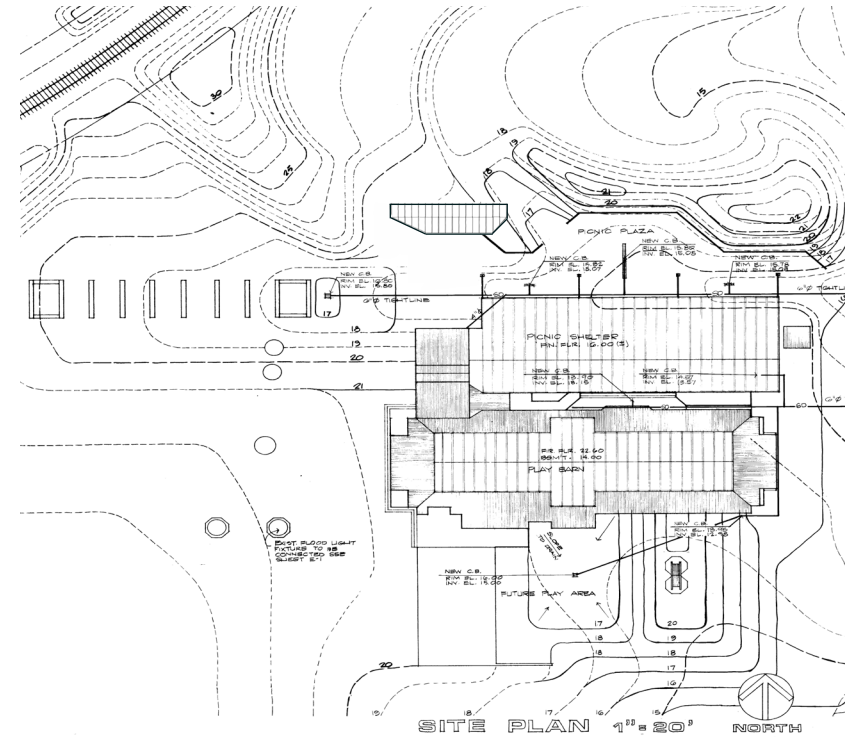


NEW BUILDING

SOUTH & EAST FACADES

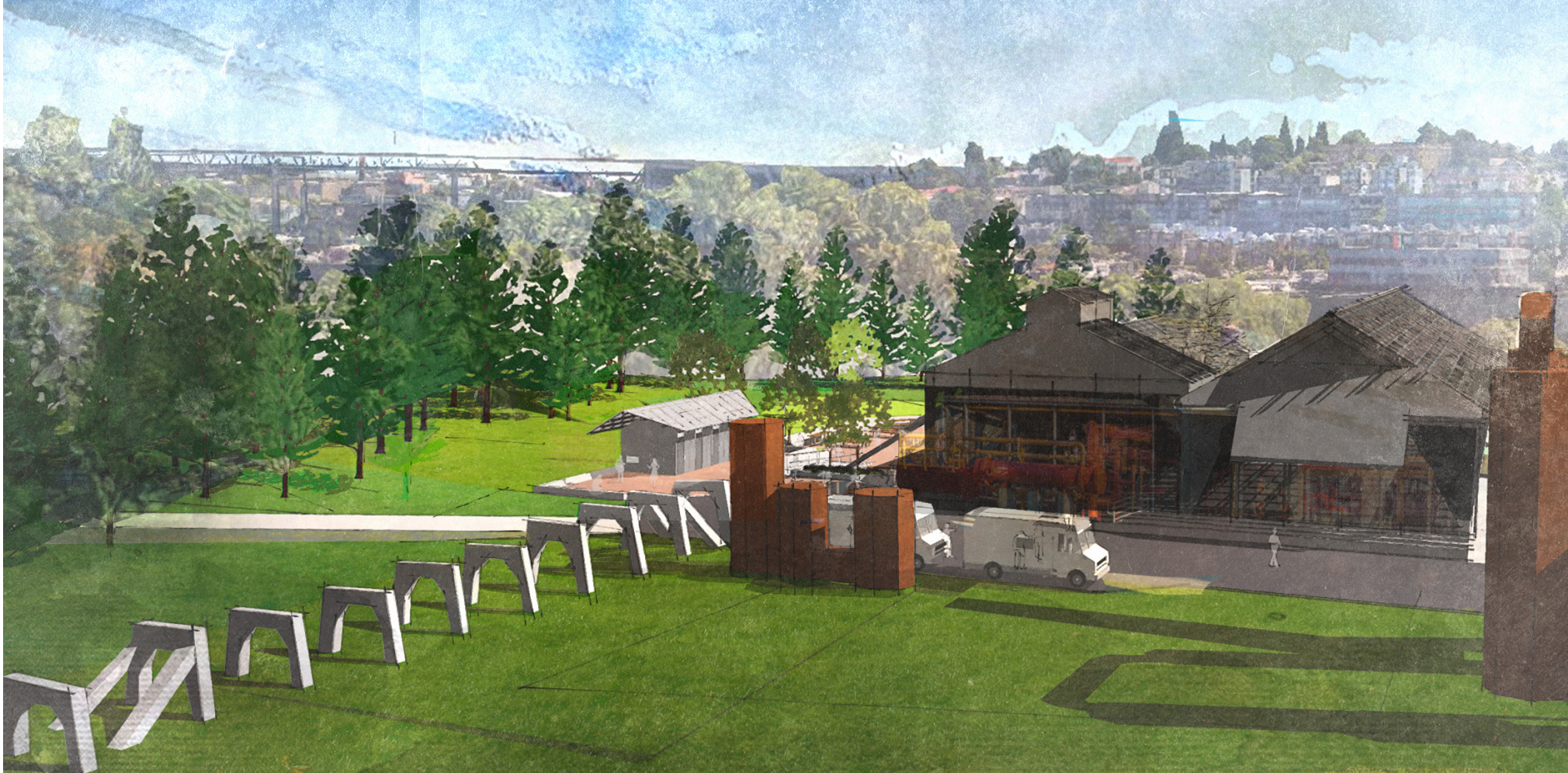


RELATIONSHIP TO CONTEXT



NEW BUILDING

RELATIONSHIP TO CONTEXT

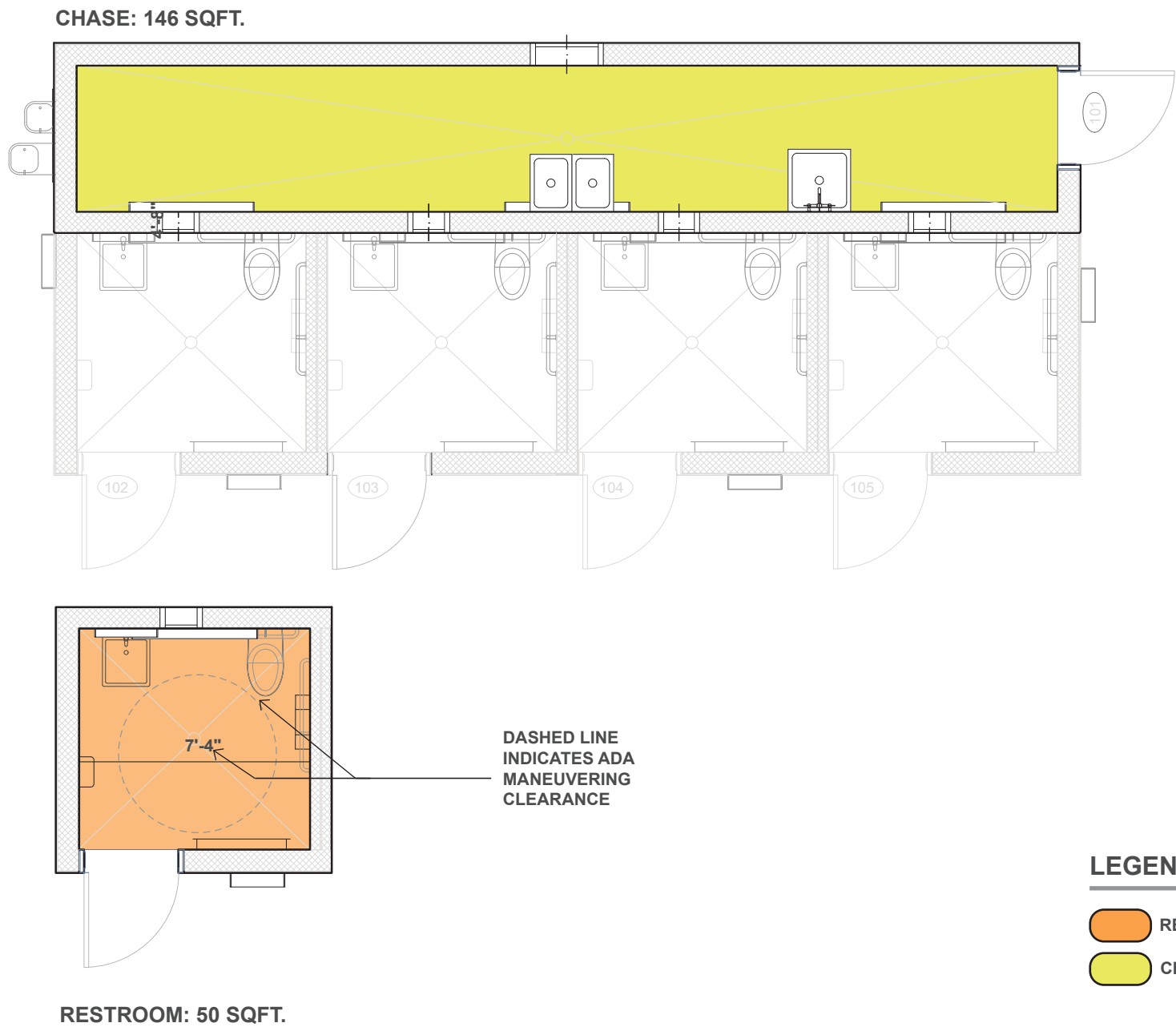


NEW BUILDING

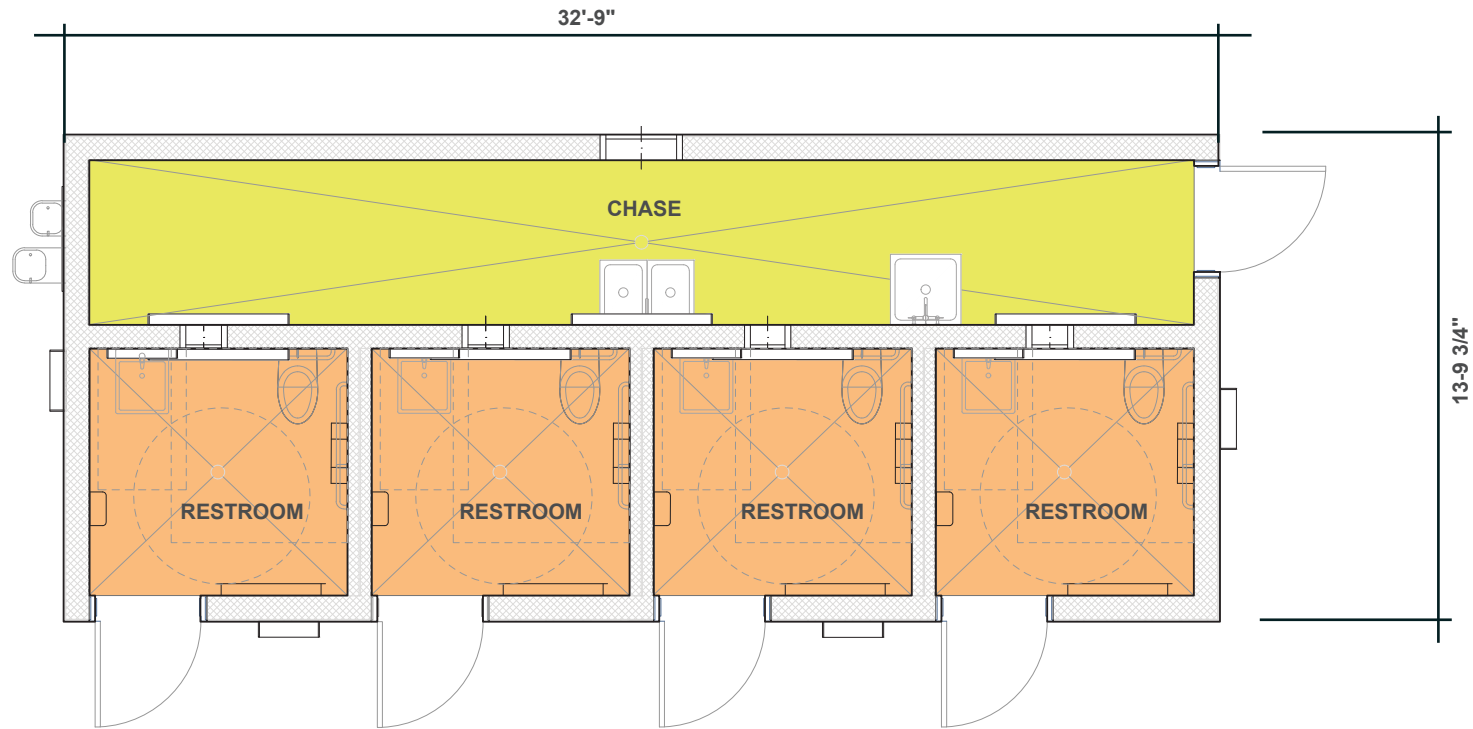
RELATIONSHIP TO CONTEXT





PROGRAMMATIC ELEMENTS



NEW BUILDING



LEGEND:

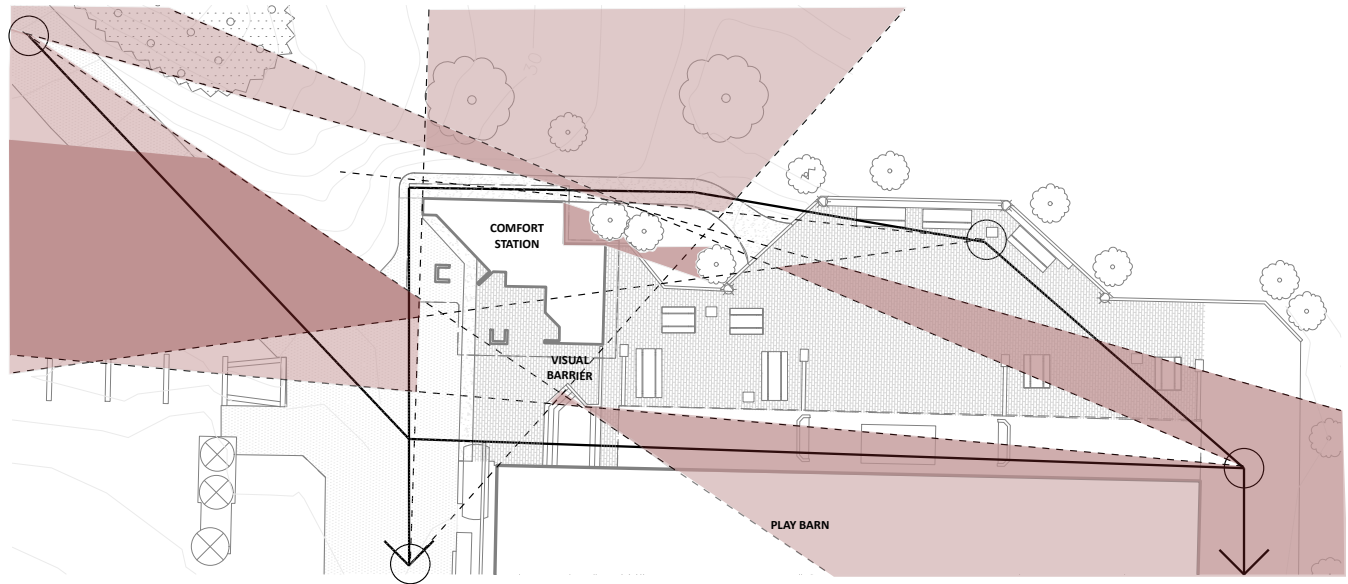
-  RESTROOMS: 50 SQFT.
-  CHASE: 146 SQFT.

Universal Design

All restrooms are ADA accessible. Seattle Parks and Recreation is in the process of designing restroom environments that are friendly for mothers with sons, fathers with daughters, people that may need additional assistance and LGBTQIA

CPTED: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

A primary motivation at the initial stages of this project was to address the public safety issues at the Picnic Area of Gas Works Park. The current, existing comfort station location creates a wall to the east that shields a majority of the Picnic Area from view and disconnects that space with the body of Gas Works Park. This creates a public safety issue with populations camping in the Picnic Area and numerous activities taking place out of the protective public gaze. The design team adheres to CPTED principals when we design public parks - crime can be discouraged through quality design. 'Eyes on the Park' reduces opportunities for trouble. The new location for the proposed new comfort station opens up views to the Picnic Area and Sheds beyond. The reconfigured space will revitalize the Picnic Area and open up this space to all of the park's users.



CPTED are strategies that rely upon the ability to influence offender decisions that precede criminal acts and create and protect community spaces.

Natural Surveillance

Placement of physical features to maximize visibility of the community.

Natural Access Control

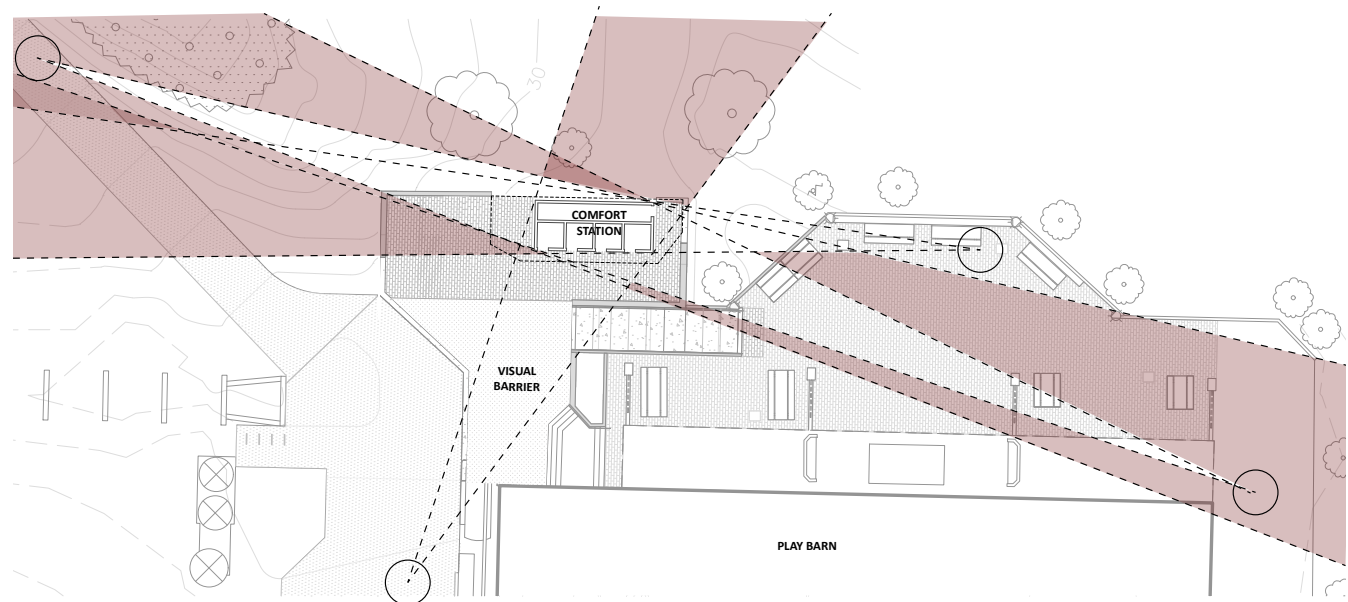
Defining clear entrances and exits.

Maintenance

By building new facilities, it demonstrates that someone cares and is watching over the property.

Activity Support

Creating appealing and safe spaces that increase activity and natural surveillance



NEW BUILDING

HISTORIC DETAILS

NOTCH GEOMETRY



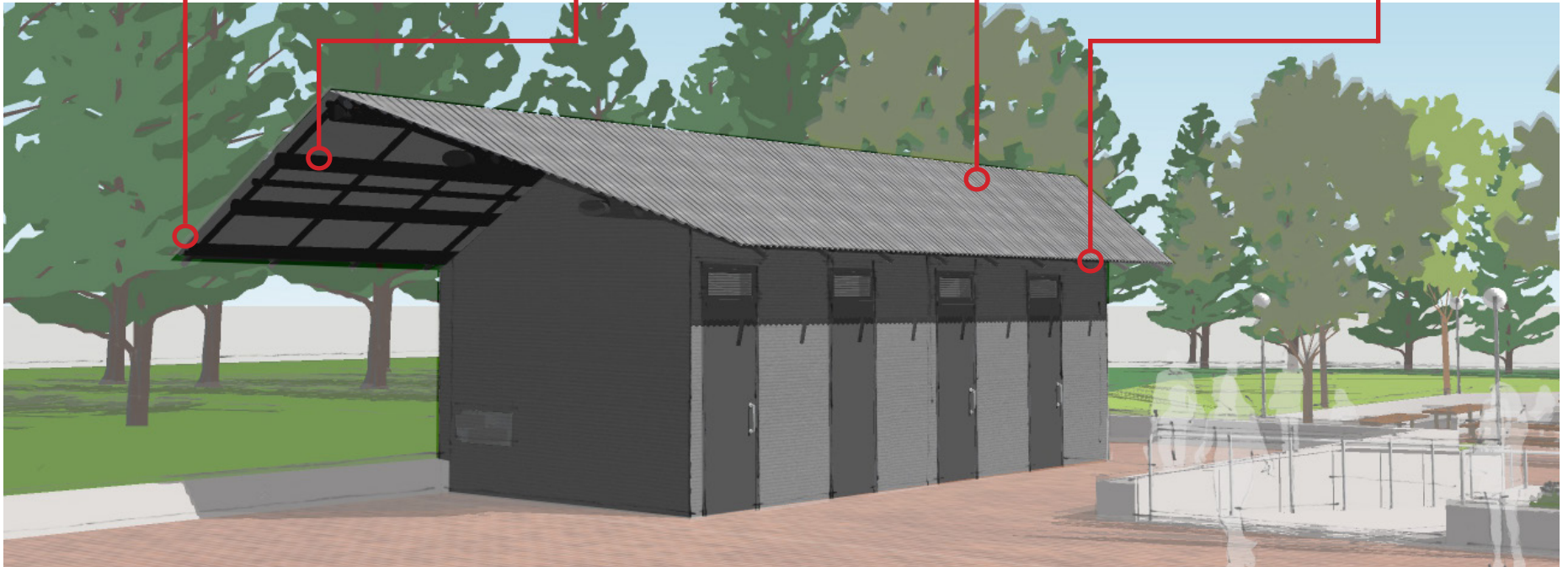
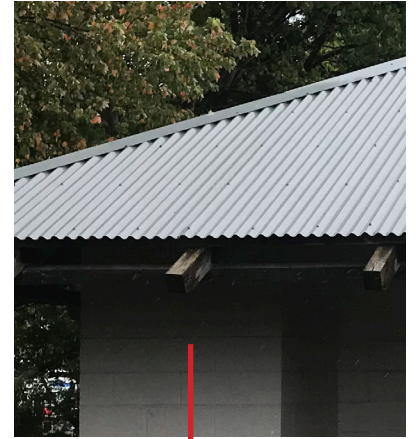
EXPOSED FRAMING



ROOF FORM / PITCH



RAFTER ENDS



NEW BUILDING

COLOR SCHEMES

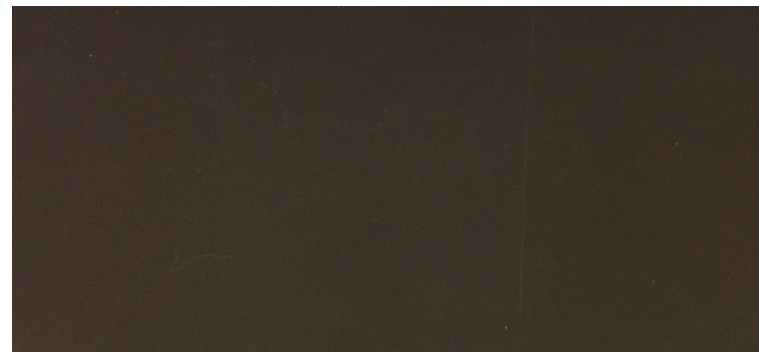


OPTION 1

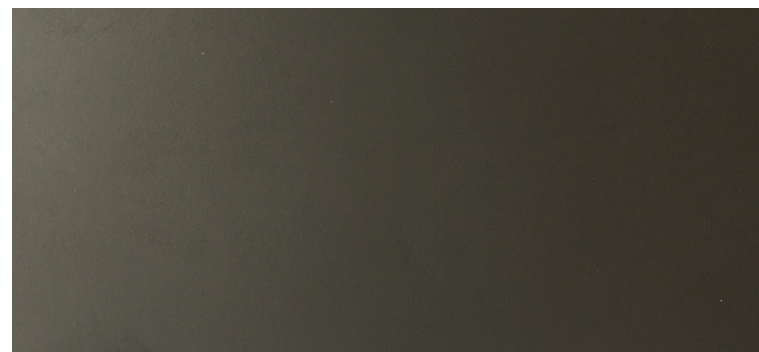


OPTION 2

DARK ROOF COMFORT STATION SCHEME



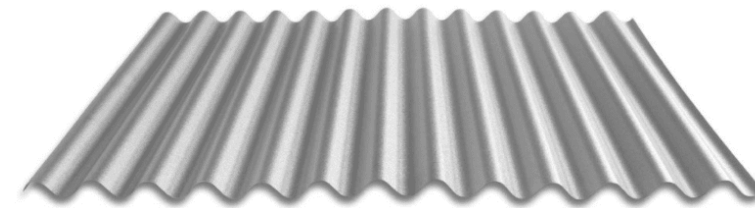
BREYER BROWN



SW 7020 BLACK FOX



SW 7017 DORIAN GRAY



7/8" THICK CORRUGATED METAL ROOF

STRUCTURAL METAL ROOF FRAMING
HOLLOW METAL DOORS AND FRAMES

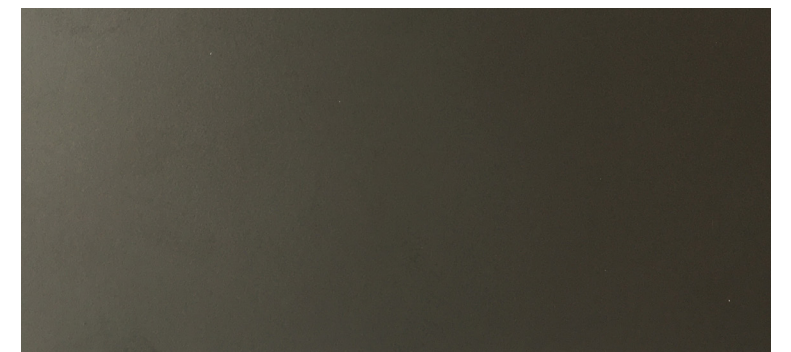


PARGE COAT WALL FINISH
UNDERSIDE OF METAL ROOF

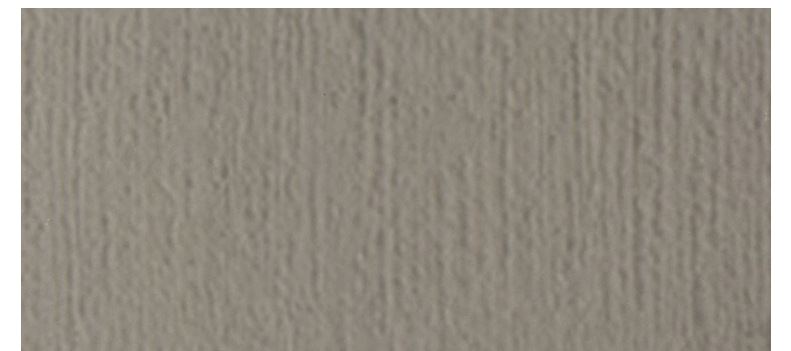
LIGHT ROOF COMFORT STATION SCHEME



RIVER ROCK



SW 7020 BLACK FOX



SW 7018 DOVETAIL