GAS WORKS PARK
East Entry and Comfort Station

LANDMARKS PRESERVATION BOARD

5/10/2017
AGENDA:

1. Introductions
2. Project Orientation
3. Historic Preservation
4. Purpose & Goals
5. Existing Conditions
6. Proposed Site Improvements & Design Concepts
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
- Sophie Gao | Project Architect

Harrison Design
- Margarett Harrison | Principal

Landmarks Preservation Board
PROJECT ORIENTATION:

Project Location

Site Context
Gas Works Park is located north of Lake Union and overlooks the heart of downtown making it one of Seattle’s prized vistas.
This project focuses on the Gas Works comfort station and East Entry improvements.

The comfort station is located near the East Entry, by other park structures including the Picnic Shelter, Play Barn, remnant concrete train trestles, towers and tanks.
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

north lawn
picnic area
play barn
towers
south lawn
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

1873- Seattle Gas Light Company was established

1890 - The Seattle Lighting Company opened their new plant at the Gas Works Park current location.

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

1910 - Seattle Lighting Company

ca. 1910 - Seattle Lighting Company

1920 - New technology made crude oil cheaper than coal and the proximity to water made oil easily offloaded by ship.

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

1938 - RHA's Gas Works Park Master Plan for industrial preservation approved by Park Board

1940 - The plant shut down later that year.

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1950 - Seattle Gas Company, 1950

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

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1962 - City of Seattle began purchasing the abandoned gas works.

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1969 - City of Seattle's Landmarks Preservation Board voted to approve Gas Works park as Seattle Landmarks

1970 - RHA's Gas Works Park Master Plan for industrial preservation approved by Park Board

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

1975 - Gas Works Park opens to the public

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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

2008 - Gas Works Park today

2010 - Gas Works Park today

2020 - Gas Works Park today
A Brief History of Gas Works in Seattle

A Study of Form
The early structures use simple roof shapes, mainly Gable Roofs and Dutch Hip Roofs

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
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)

**Existing Structures**
1) Towers
2) The Prow
3) Play Barn (The Pump House)
4) Picnic Shelter (The Boiler Room)
5) Concrete Train Trestles

**New Green Spaces**
A) The Great Mound "Kite Hill"
B) North Lawn
C) South Lawn

**New Structure**
X) Comfort Station

* Each of these areas or structures is described in the Report on Designation, from the City of Seattle Landmarks Preservation Board except the 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 cladded 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

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:

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
- Material relation to surrounding existing structures
EXISTING CONDITIONS:

Current Facility
Visibility
Accessibility
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.
**EXISTING CONDITIONS**

**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.

Existing structure with bracing overlay

Example of seismic retrofit of masonry wall
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
ADA Site Citations by DOJ
1. Parking Quantity/Dispersion
2. Parking Signage (Van Accessible)
3. Curb Ramp
4. Accessible Route (Cross Slope)
5. Accessible Route (to Picnic Area)

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

ADA Building Citations by DOJ
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)

Additional ADA Violations
10. Maneuvering Clearances
11. Protruding Object
12. Maneuvering Clearance in an Alcove
13. Sink (undersink pipe protection)
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
VISIBILITY ANALYSIS
PROPOSED DESIGN:

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

Building Design
- Building Relocation for Increased Visibility
- Universal Design for Accessibility
- Form
- Materials
- Future Interpretive Opportunities
EAST ENTRY: PROPOSED ADA SLOPE SECTION

- EAST PARKING LOT
- EXISTING BRICK PAVING
  - ENTRY PLAZA <2% slope
- BRICK PAVING
  - WALKWAY <5% slope
- RAIL TRACK
- ASPHALT WALKWAY TO COMFORT STATION <5% slope
- INLAY
EAST ENTRY: RAILROAD TRACKS

Existing Railroad Tracks at East Entry

Proposed Accessible Track Design
EAST ENTRY (EXISTING)

- Old Vehicle Access
- Curb Ramp
- Lack of ADA Access (slope too steep)
- Tripping hazard at existing railroad track
- Lack of ADA Access (no ramp)
- Existing ADA Parking (uneven asphalt paving, lack of accessible aisle)
- EAST ENTRY (existing)
- Uneven brick paving
- Existing ADA Parking (uneven asphalt paving, lack of accessible aisle)
- All existing trees to remain

Legend:
- Red: Existing Paving to be Removed
- Yellow: Modified Area in Proposed Design
EAST ENTRY (PROPOSED)

- NEW VEHICLE ACCESS CURB RAMP
- REPaved ENTRY PLAZA (BRICK PAVING)
- RE-STRIPED ADA PARKING (CONCRETE PAVING)
- NEW ADA ACCESS CURB RAMP
- RAILROAD TRACKS IN CONCRETE PAVING
- NEW BOLLARDS
- NARROW WIDTH TO MINIMIZE GRADING IMPACT ON EXISTING TREES
- (3) NEW ADA PARKING SIGN, TYP.
- REPAVED WALKWAY (ASPHALT PAVING)
- PROPOSED PATH @ 14'-0"
COMFORT STATION (EXISTING)
- Site tests show contaminated soil throughout site, providing a limited footprint to work within.
- There has been public outreach to Friends of Moran, Wallingford Neighborhood, Richard Haag, and Gordon Walker.