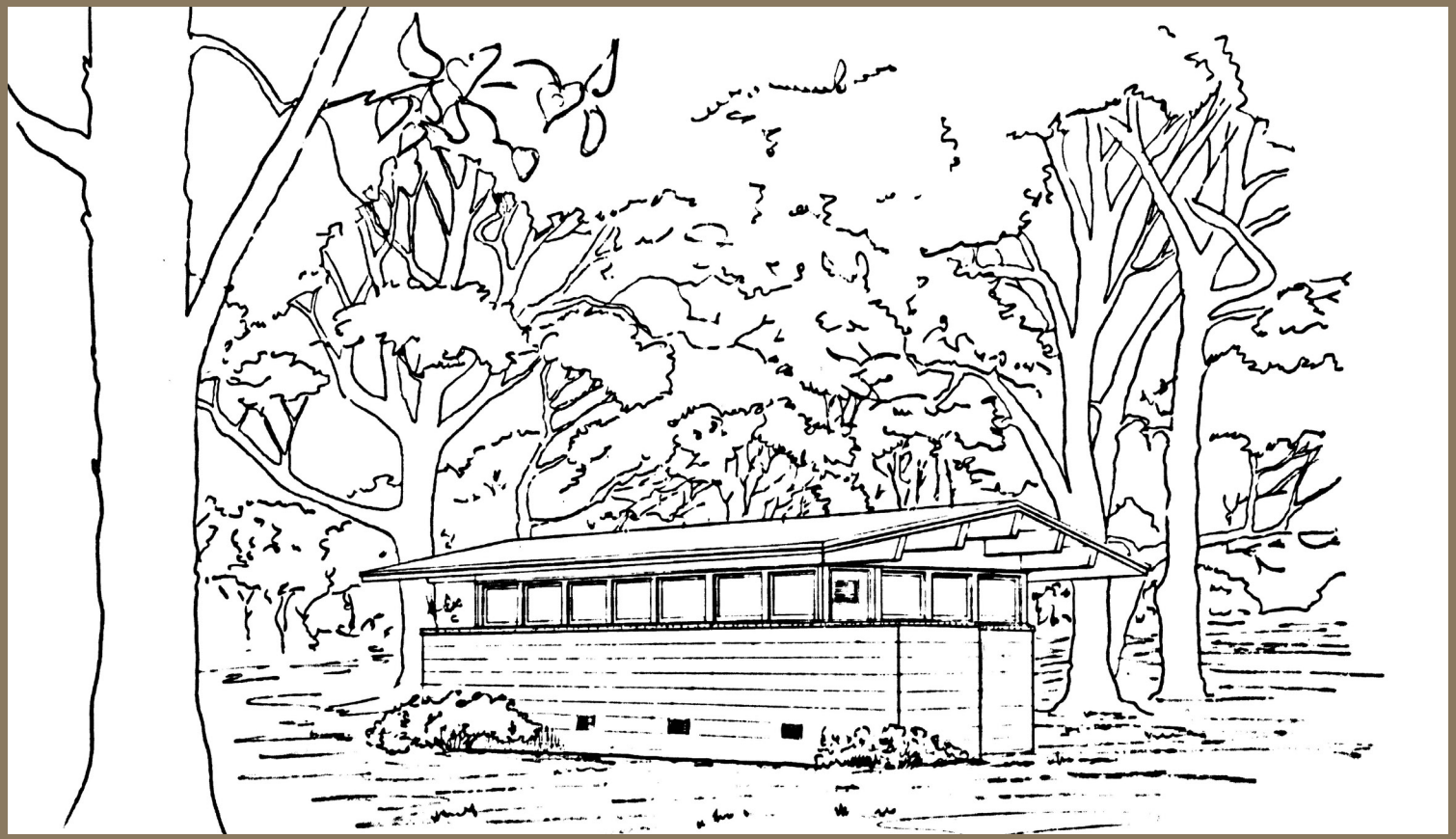
National Park Service
U.S. Department of the Interior

National Capital Region
Washington, DC

Design and Maintenance Guidelines

Mission 66 Comfort Stations

National Capital Region



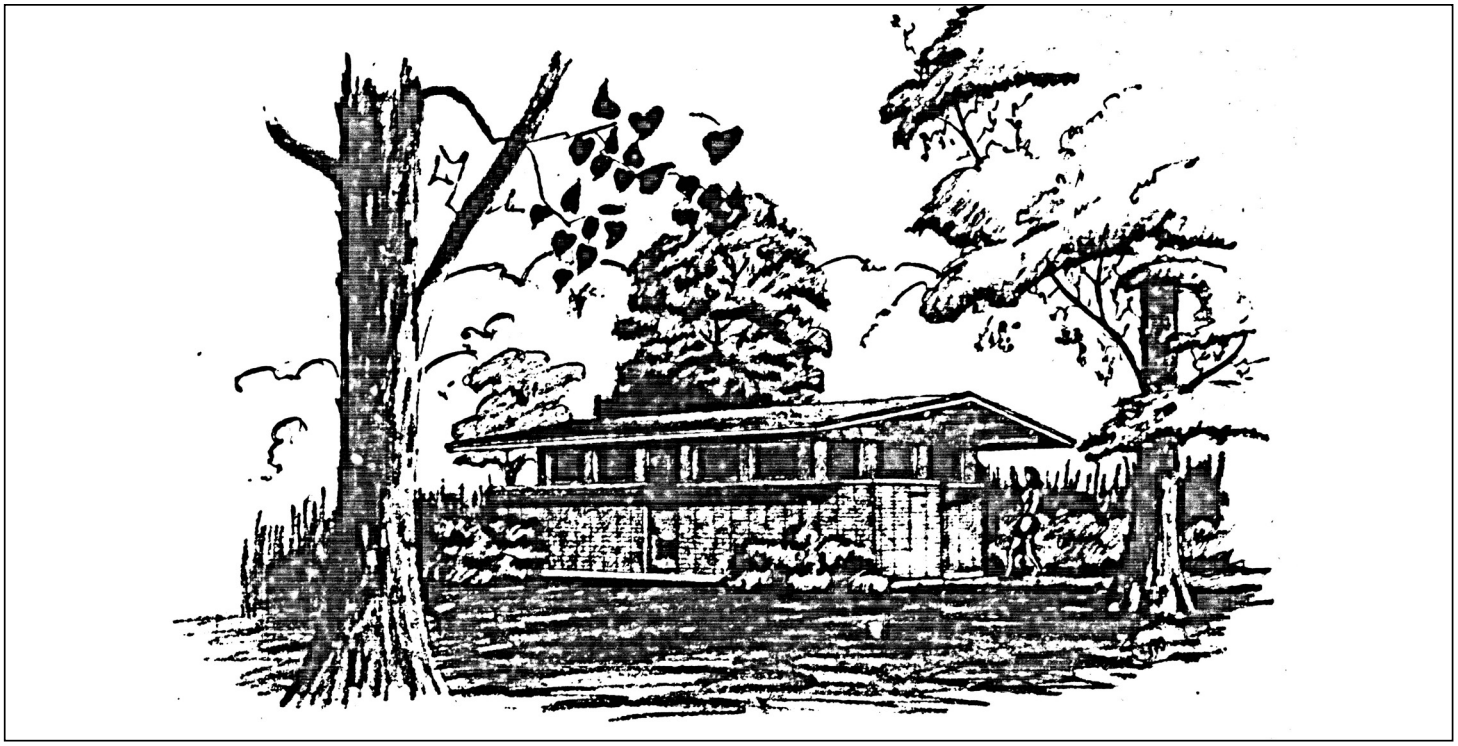
Final
September 2019

Design and Maintenance Guidelines

Mission 66 Comfort Stations

National Capital Region

Washington, DC



September 2019

Prepared by:

Quinn Evans Architects

U.S. Department of the Interior • National Park Service • National Capital Region • Resource Stewardship and Science • Washington, DC

As the Nation's principal conservation agency, the Department of the Interior has the responsibility for most of our nationally-owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

U.S. Department of the Interior
National Park Service
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Washington, DC

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Cover Image: Type D Comfort Station, front and side elevations, Turkey Run Park, George Washington Memorial Parkway (1962).

Title Page: Type D Comfort Station, rear and side elevations, Turkey Run Park, George Washington Memorial Parkway (1962).

Table of Contents

INTRODUCTION **1**

Purpose 3

The National Capital Region 3

Methodology 5

Historical Background 5

Agency Policy and Standards 16

DESIGN AND MAINTENANCE GUIDELINES **19**

Type A Comfort Stations 21

Character-Defining Features 22

General Recommendations 27

Design and Maintenance Guidelines 27

Type B Comfort Stations 31

Character-Defining Features 32

General Recommendations 37

Design and Maintenance Guidelines 37

Subtype B1 Comfort Stations 41

Character-Defining Features 42

General Recommendations 47

Design and Maintenance Guidelines 47

Type C Comfort Stations 51

Character-Defining Features 52

General Recommendations 57

Design and Maintenance Guidelines 57

Subtype C1 Comfort Stations 61
Character-Defining Features 62
General Recommendations 65
Design and Maintenance Guidelines 65

Type D Comfort Stations 69
Character-Defining Features 70
General Recommendations 82
Design and Maintenance Guidelines 82

Subtype D1 Comfort Stations 85
Character-Defining Features 85
General Recommendations 88
Design and Maintenance Guidelines 88

Type E Comfort Stations 91
Character-Defining Features 92
General Recommendations 99
Design and Maintenance Guidelines 99

Type F Comfort Stations 103
Character-Defining Features 104
General Recommendations 110
Design and Maintenance Guidelines 110

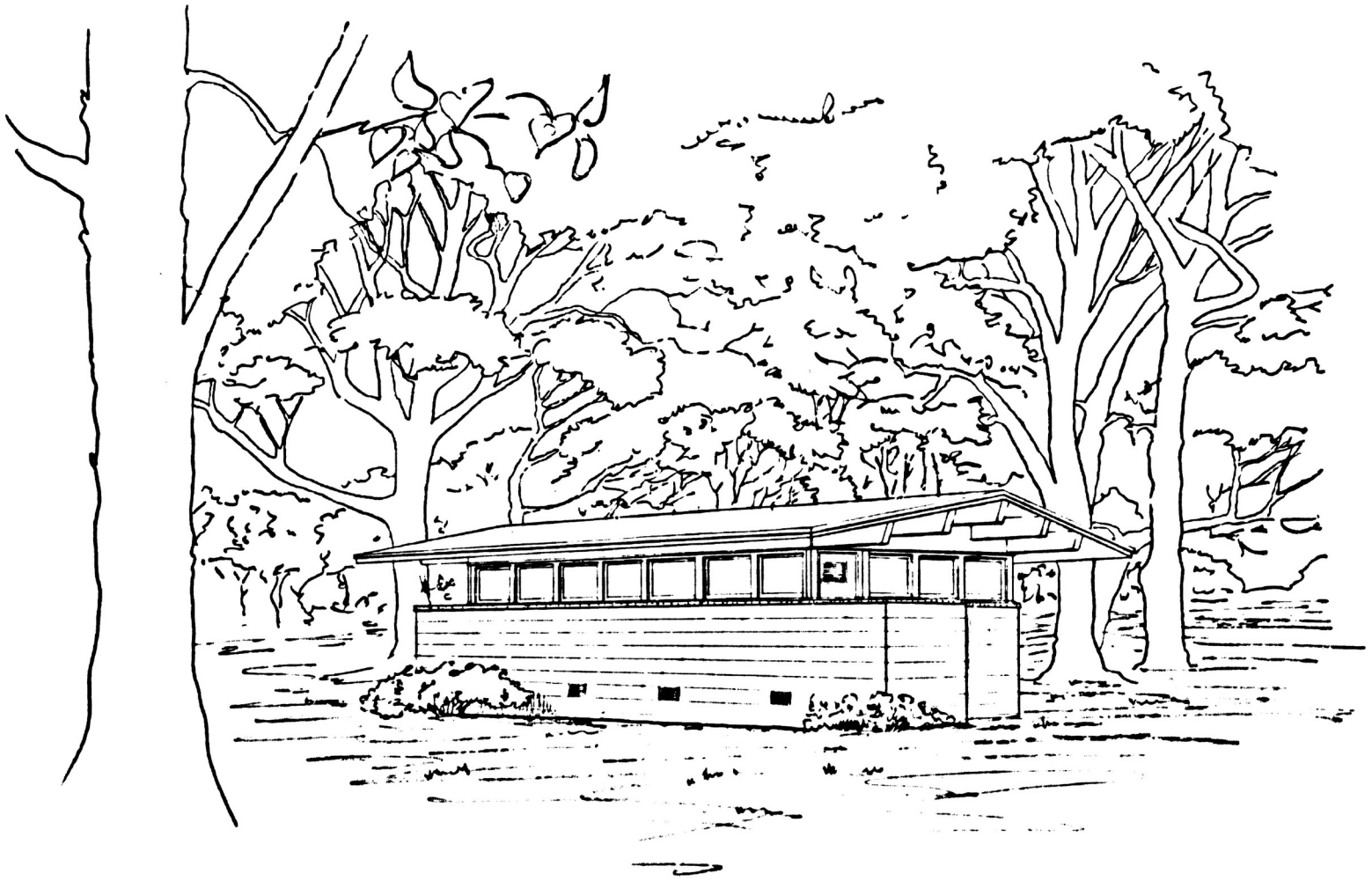
BIBLIOGRAPHY **113**

TABLES

Table 1. Parks in the National Capital Region 5

Table 2. Mission 66 Comfort Stations in the National Capital Region 11

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Introduction

Drawing of Type A Comfort Station, Carderock Picnic Area and Turkey Run Park, George Washington Memorial Parkway (1963).

Introduction

Comfort Stations (or restrooms) are among the National Park Service's most used and most frequently renovated structures. Recognizing the importance of its Mission 66-era buildings, the National Park Service has completed several studies on these resources, including a draft National Register Multiple Property Documentation (MPD) submission entitled *Mission 66-Era Visitor Centers, Administration Buildings, and Public Use Areas in the National Capital Region of the National Park Service* in 2012 and a MPD submission for the entire park system entitled *National Park Service Mission 66 Era Resources* in 2015. While high-profile buildings, such as Mission 66-era visitor centers, are more clearly recognized for their contribution to the period, smaller buildings, like comfort stations, are more numerous and may also contribute to the historic character of a park. Given their function, comfort stations are not highly regarded, architecturally or culturally, and are particularly prone to renovation, presenting concerns about the gradual loss of integrity of these small, but distinctive buildings.

PURPOSE

The Mission 66 Comfort Stations Design and Maintenance Guidelines are intended to provide a framework for determining the appropriate architectural character of the comfort stations within the National Capital Region (NCR). The NCR has (42) forty-two known comfort stations from the Mission 66 building campaign (1945-1972), constructed from six (6) prototypical plans and three (3) variants. While the exterior of these structures remain relatively historic and unaltered, most of the interiors have been frequently and significantly renovated and are not historic.

This project focuses on identifying the Mission 66 character-defining features and elements such as massing, materials, window position, etc. and develops design and maintenance guidelines. These guidelines are intended to direct and shape the efforts of planners, architects, and maintenance personnel as they work on future renovations in order to protect the comfort stations' Mission 66 character. For the purpose of these guidelines, the Type A through F designations have been assigned to distinguish between the different comfort station types and are not designations used during the Mission 66 program to identify these buildings. In some instances identified character-defining features of the comfort stations have been modified since the buildings' construction. These features are still identified as character defining in order to help inform future projects.

THE NATIONAL CAPITAL REGION

The 14 parks of the NCR comprise more than 700 individual units totaling nearly 70,000 acres of land in the District of Columbia, Maryland, Virginia, and West Virginia (Figure 1). NCR's parks include monuments and memorials, parkways, natural and recreational areas, Civil War sites, and urban and community parks. The region includes the diverse natural resources of the Potomac River watershed, historic properties dating from the early years of the country's history, and archeological sites containing

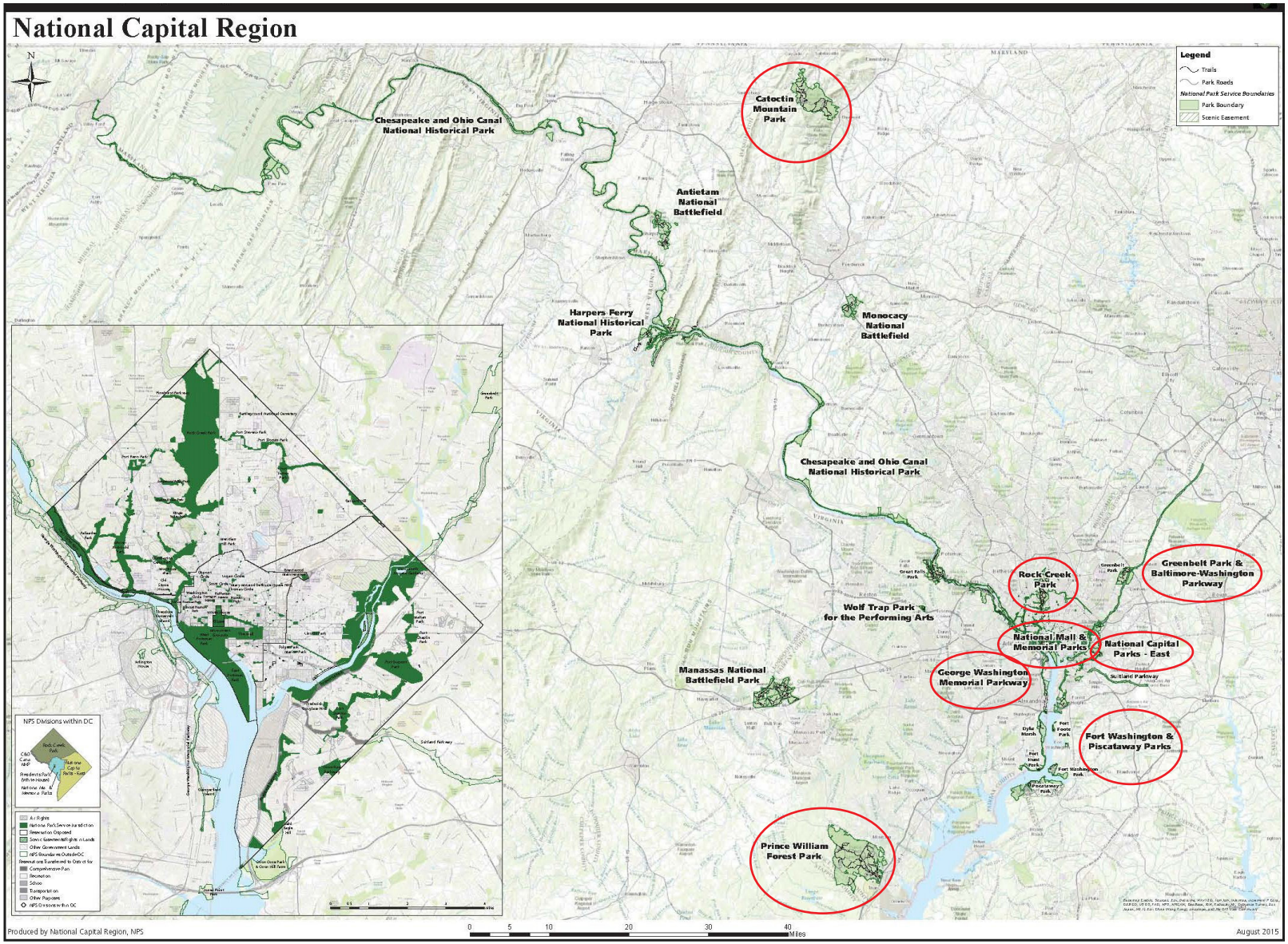


Figure 1. **Map of the National Capital Region, parks with Mission 66 comfort stations indicated in red.**

remnants of native cultures preceding European settlement. More than 50 million visitors annually use the parks of the NCR. Of the 14 parks in the NCR, seven (7) have Mission 66-era comfort stations.

Table 1. Parks in the National Capital Region

Park Name
Antietam National Battlefield (MD)
Catoctin Mountain Park (MD)
Chesapeake and Ohio Canal National Historical Park (DC-MD-WV)
George Washington Memorial Parkway (DC-MD-VA)
Harpers Ferry National Historical Park (WV)
Manassas National Battlefield Park (VA)
Monocacy National Battlefield Park (MD)
National Capital Parks-East (DC-MD)
National Mall and Memorial Parks (DC)
National Capital Region Office (DC)
Prince William Forest Park (VA)
Rock Creek Park (DC)
President's Park (DC)
Wolf Trap National Park for the Performing Arts (VA)

METHODOLOGY

Quinn Evans Architects (QEA) surveyed each comfort station type and subtype in November and December 2018. The surveys were largely visual and concentrated on the exterior features of the buildings. Photographs were taken and have been used to supplement the report narrative where appropriate. Historic research was limited to materials provided by the NCR and included available architectural drawings of the region's comfort stations. The NCR also provided additional photographs of those comfort stations not visited by QEA for use in this report.

HISTORICAL BACKGROUND

THE MISSION 66 PROGRAM (1956-1966)[1]

The National Park Service's Mission 66 initiative (1956-1966) modernized and reinvented the national park system after decades of decreased funding, deferred maintenance, and increased visitation. Many aspects of the program developed in the decades prior and became the cornerstones of the Mission 66 program, modernized to follow the trends and realities of the post-World War II era. With over $1 billion (equivalent to more than $7 billion today) spent over the course of the program, Mission 66 transformed the national park system and influenced the way the public experiences the national parks today.

After its founding and initial development in the 1910s and 1920s, the National Park Service entered a long period of reduced funding during the Great Depression of the 1930s, World War II in the 1940s, and the Korean War in the early 1950s. In the 1930s and 1940s, this lack of funding, while problematic, was offset to a certain extent by Depression-era federal government programs like the Works Progress Administration and the Civilian Conservation Corps, as well as reduced visitation during World War II. In the immediate post World War II period and during the Korean War, the federal government showed little inclination to increase funding for the National Park Service. By the early 1950s, the National Park Service

1 This section summarized from Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst, MA: University of Massachusetts Press, 2007) unless otherwise cited.

was facing a backlog of insufficient infrastructure, deteriorated buildings, and inadequate facilities.

Concurrently, postwar prosperity, combined with the rise of the automobile culture, resulted in skyrocketing visitor numbers to parks across the country. Visits to national parks in 1956 more than tripled from their low point in the 1940s and continued to rise, quickly overwhelming park staff and infrastructure. Roads and parking lots designed for the early automobile era were woefully inadequate for the size and number of cars in the 1950s. Visitors found very few amenities available, from overnight accommodations to even basic facilities like restrooms.

The lack of facilities threatened the resources that the parks were founded to preserve. Crowded roads, parking lots, and campgrounds spilled over into areas that should have been protected, and the lack of staff meant rangers were limited in their ability to prevent damage to park resources. The National Park Service also faced unfulfilled expectations of visitors as the American public of the post-war era became accustomed to modern facilities. Instead they found park facilities that dated from twenty or thirty years earlier and failed to provide the easy access they anticipated. The situation was frequently portrayed as dire in local and national media, with the implication being that the National Park Service might have to close parks.

The end of the Korean War, the election of President Dwight D. Eisenhower and the appointment of National Park Service Director Conrad Wirth proved to be key events in securing an infusion of funding for the National Park Service. In 1956, Wirth proposed an ambitious ten-year capital program to President Eisenhower and Congress. With its goal the 50th anniversary of the National Park Service in 1966, Wirth proposed over $700 million in spending over the next ten years. Known as "Mission 66," the program secured the largest amount of federal funding for the National Park Service since the New Deal programs of the 1930s. Over the next ten years, Congress spent nearly a third more than Wirth had originally proposed, a total of over $1 billion, for needs all across the National Park Service, including improvements to infrastructure and facilities, acquisition of new parks and construction of new buildings, and increased staff and training.

From the outset, one of the primary goals of the Mission 66 program was to bring the parks up to modern standards of comfort and efficiency. One of the ways the National Park Service accomplished this goal was through the introduction of Modern architecture in the national parks, contrasting with the Rustic style that dominated the park architecture of the 1920s and 1930s. The style, often referred to as "Park Service Modern," was intended to blend into the landscape with its minimalist features. As *Architectural Record* reported in 1956, Mission 66 would provide "simple contemporary buildings that perform their assigned function and respect their environment." Modern architecture also used cost effective materials such as steel, concrete, and glass, that allowed the National Park Service to spread its budget further in order to build and improve the facilities the parks desperately needed. Ultimately the Park Service Modern style expressed progress, efficiency, health, and innovation – fundamental values that were the underpinning of the Mission 66 initiative.[2]

2 Sarah Allaback, *Mission 66 Visitor Centers: The History of a Building Type* (Washington, DC: National Park Service 2000), 10-17.

PRE-MISSION 66 (1945-1955) AND THE PARKSCAPES USA PROGRAM (1967-1972)

The MPD entitled *National Park Service Mission 66 Era Resources* (Carr et al 2015) outlines the foundation for evaluating and nominating Mission 66-era resources. The MPD recognizes that although the primary dates of the Mission 66 program are 1956-1966, the program had early precedents that influenced and later examples that continued the efforts of the program. These eras are also reflected in the efforts to build new comfort stations in the National Capital Region.

The pre-Mission 66 period (1945-1954) reflects the increased visitation in the parks after World War II and the overuse and deterioration of park facilities. During the immediate post-war years, the National Park Service initiated several park development projects to respond to immediate park needs that set a precedent for the planning and design concepts of the Mission 66 program. During this period, and in response to increased labor costs across the country, the National Park Service began to experiment with the Modern style and its cost-efficient materials and systems, creating a clear break from the Rustic style that defined National Park Service architecture of the 1920s through World War II.

At the event of the National Park Service's 50th anniversary in 1966 a long list of Mission 66 projects remained incomplete. Thus, "Parkscape USA," (1967-1973) became the third and final phase of the Mission 66 program and authorized the remaining construction to conclude in 1972, in time for the Yellowstone National Park centennial. Under the leadership of National Park Service Director George B. Hartzog, the program was rebranded, yet the primary intent was to fulfill previously unmet needs. Parkscape USA resulted in the completion of many projects that were underway or planned in 1966.[3]

MISSION 66 COMFORT STATIONS

One of the key goals of the Mission 66 program was to "Provide the services which will make the parks more usable, more enjoyable, and more meaningful, and thereby improve the protection of the parks through visitor cooperation." Prior to Mission 66, the National Park Service's park development model was based on concentrating overnight visitors and park personnel near park attractions. With the unprecedented rise in visitors, following this model would have encroached and overwhelmed park resources. Wirth and his Mission 66 planners moved from an overnight to a day-use model, with the goal to remove hotels, administrative buildings, and camping facilities from the parks or relocate them to less sensitive areas. Consequently the Mission 66 program brought numerous new day-use areas, including picnic areas and campgrounds, built as alternatives to hotels or lodges.[4]

Studies conducted at the onset of the Mission 66 program revealed that nearly 1,500 new comfort stations were required in campgrounds, picnic areas, parking areas, and other places that were remote from centers of

3 Ethan Carr et al, *National Park Service Mission 66 Era Resources, National Register Multiple Property Documentation Form* (Washington DC: National Park Service 2015), 1-5.

4 Judith H. Robinson, Tim Kerr, Janel Crist Kausner, *Mission 66-Era Visitor Centers, Administration Buildings, and Public Use Areas in the National Capital Region of the National Park Service* (Washington, DC: National Park Service, 2012), 4; Carr et al, *National Park Service Mission 66 Era Resources*, 8, 23.

public accommodations.[5] Thus, constructing new and modern toilet facilities was one of the key components of modernizing park facilities. National Park Service "comfort stations," or restrooms, were typically stand-alone structures built at key points along park roads and co-located with areas of interpretation. Many Mission 66 comfort stations were erected as part the expansion of day-use and camping facilities and were located at picnic areas or built as part of new campground infrastructure where in some cases they included shower facilities. In other instances, Mission 66 comfort stations were built in proximity to pre-World War II structures to provide updated toilet facilities and/or replace Rustic-style comfort stations. As explained in *National Park Service Mission 66 Era Resources*, "Mission 66 comfort stations are emblematic of the goal to provide modernized sanitary structures in convenient locations within developed areas or elsewhere in parks. As such, they stand as a visible expression of modernized sanitation systems."[6]

As part of Mission 66, the National Park Service built almost 600 comfort stations across the national park system using standardized plans. Chief architect of the National Park Service's Eastern Office of Design and Construction John B. Calbot created the standardized plans for the typical Mission 66 comfort stations and considered himself the National Park Service's comfort station designer. Although modest in size and form, Mission 66-era comfort stations often exhibited features of the Park Service Modern style, with flat or low-pitched gable roofs with deep overhangs, ribbon windows that emphasized the horizontality of the building, and concrete block exteriors.[7]

MISSION 66 AND NATIONAL CAPITAL PARKS

National Capital Parks, which became the National Capital Region in 1962, planned $70 million in improvements to its parks as part of the Mission 66 program.[8] As explained by Director Conrad Wirth at a press conference held on the eve of the District's 166th anniversary in July 1956, "Washington must be by far our best effort. What we do here must represent the American people at their best. We hope we can have the vision and ability our ancestors had when they laid out Washington and make provisions for its protection and development." Wirth also indicated that in the first year alone he had $3,335,000 to spend in National Capital Parks, allocated in a recent appropriations bill.[9]

Although not all of the planned improvements were ultimately built, Mission 66 made a tremendous impact on the parks in the National Capital Region, providing new campgrounds, park roads, recreation facilities, park housing, visitor centers, and other improvements. In order to improve park facilities for visitors, the National Park Service built no fewer than 42 comfort stations in the National Capital Region as part of the Mission 66 improvements to its parks (see Table 1). Many of these were part of new or existing day-use areas, including picnic areas and marinas, while others were built as part of new campgrounds, such as those at Cactoctin Mountain Park, Prince William Forest Park, and Greenbelt Park.

5 Department of the Interior, National Park Service, *Mission 66 for the National Park System, To Provide Protection and Development of the National Park System for Human Use* (Washington, DC: Department of the Interior, January 1956), 106.

6 Carr et al, *National Park Service Mission 66 Era Resources*, 77-78.

7 Carr et al, *National Park Service Mission 66 Era Resources*, 22-23, 77-78.

8 "'Mission 66' to Face-Lift D.C. Parks," *Washington Post*, 16 July 1956:21; "Local 'Mission 66,'" *Washington Evening Star,* 16 July 1956:12.

9 Aubrey Graves, "$70 Million Program to Beautify City Announced," *Washington Post*, 15 July 1956:A1.

The majority of the National Capital Region comfort stations were built following standardized plans.

COMFORT STATION TYPES IN THE NATIONAL CAPITAL REGION

For the purposes of these guidelines, the comfort stations in the National Capital Region have been categorized into six (6) types and three (3) subtypes. A summary of each type and subtype are described and illustrated below.

Type A

Type A Comfort Stations were among the first comfort stations built in the NCR after World War II as part of the pre-Mission 66 period. These comfort stations have more traditional features than later comfort stations such as wood construction and siding, gable-on-hip roofs, and inset porches. Type A Comfort Stations were built in 1954 at Theodore Roosevelt Island and Belle Haven Park, both part of George Washington Memorial Parkway. An additional Type A Comfort Station was built at Greenbelt Park, part of National Capital Parks-East, in 1961.

Type B

Similar to Type A, Type B Comfort Stations were built during the pre-Mission 66 period. These comfort stations have several traditional features, such as gable roofs and brick and stone facing, yet incorporate more Modern-style characteristics, such as privacy screens with vertical wood slats. Type B Comfort Stations were also designed to incorporate an attached picnic shelter and were built in the NCR at three existing picnic areas: at Hains Point/East Potomac Park in National Mall and Memorial Parks, Grove #1 near Peirce Mill in Rock Creek Park, and Fort Dupont in National Capital Parks-East. These comfort stations were built in 1954 and their picnic shelters added by 1958.

Subtype B1

Subtype B1 Comfort Stations have the same layout and features of Type B Comfort Stations except that they lack stone detailing and attached picnic shelters. In the NCR, these brick comfort stations were built at Fort Washington, part of National Capital Parks-East, in 1958.

Type C

The National Park Service built Type C Comfort Stations at Prince William Forest Park as part of the addition of day-use and campground areas to the park during Mission 66. Built between 1962 and 1964, these comfort stations introduced Modern buildings to the park with their narrow, stacked concrete masonry (CMU) construction, horizontal windows, and low-pitched gable roofs with distinctive prow-like overhangs.

Subtype C1

One Subtype C1 Comfort Station was built at Prince William Forest Park within the Oak Ridge Campground in 1964. Overall this comfort station is similar to the Type C Comfort Station with its stacked CMU construction and horizontal windows, but has a larger footprint to accommodate shower facilities.

Type D

Type D Comfort Stations are the most common Mission 66 comfort stations in the NCR. Built between 1963 and ca. 1970, these Modern comfort stations have stacked CMU construction, horizontal ribbon windows, and low-pitched gable roofs with distinctive prow-like overhangs, features that are synonymous with Mission 66 comfort stations across the national park system.

Subtype D1

Subtype D1 comfort stations have identical features as Type D Comfort Stations, but have a larger floor plan that includes showers. These comfort stations were built at campgrounds in Greenbelt Park and Catoctin Mountain Park ca. 1965.

Type E

The Type E Comfort Station at Fort Hunt Park is a prominent, multi-purpose building that combines a comfort station, stage and auditorium, and picnic area all in one building. Constructed in 1964, the building includes several characteristics that are typical of Mission 66 architecture including a dramatic roof with a exposed roof trusses, vertical wood slats that screen portions of the building, and a prominent double-sided brick fireplace and chimney.

Type F

Type F Comfort Stations were built in the NCR at the end of Mission 66 as part of the Parkscape USA program around 1970. Built at marinas, these comfort stations have modern, austere exteriors, with stacked CMU walls, flat roofs, and wide horizontal windows with aluminum sunscreens.

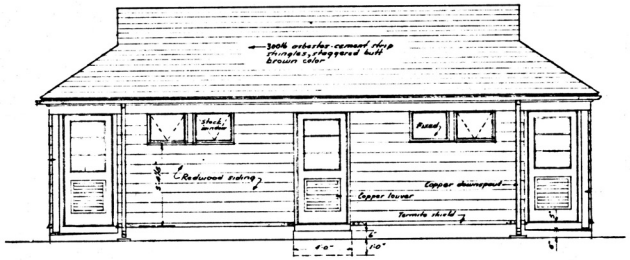
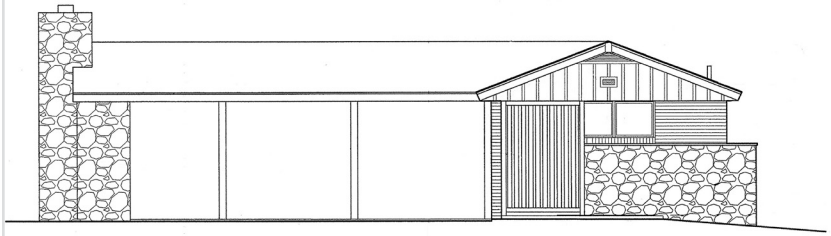
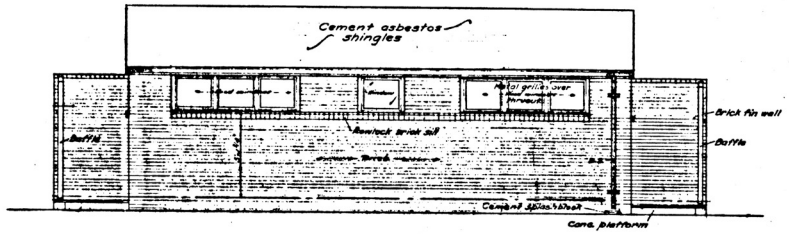
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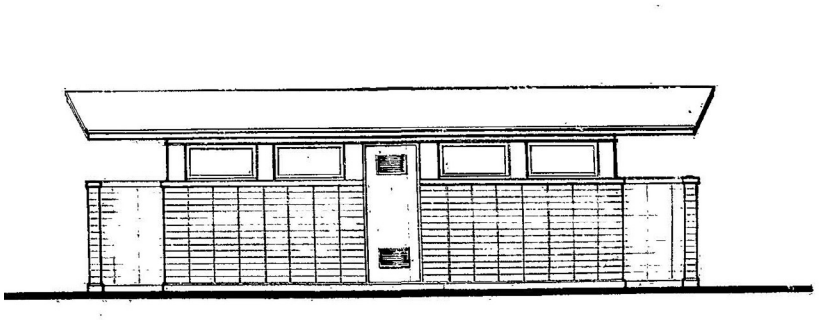
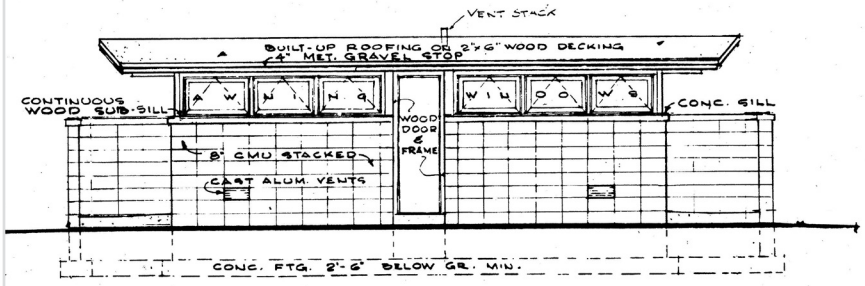
The table below includes the current status of each Mission 66 comfort station as it pertains to its listing in or eligibility for listing in the National Register of Historic Places (NR). Please note that the design guidelines set forth in this document apply to every comfort station listed herein, regardless of its NR status. NR status will, however, impact the path taken to ensure compliance of any undertaking with Section 106 of the National Historic Preservation Act of 1966 (Section 106). Consult with Park and/or Regional cultural resources staff to ensure this process is complete before each and any maintenance or rehabilitation project begins.

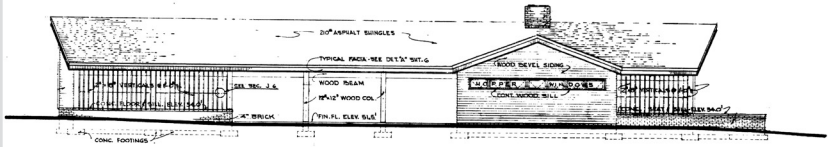
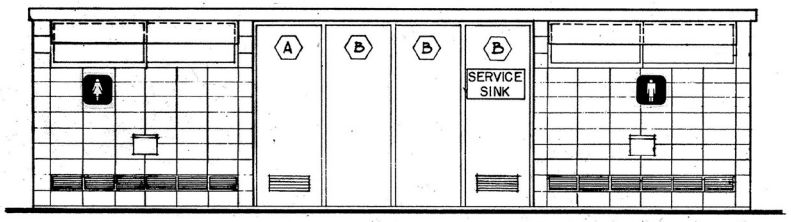
Table 2. Mission 66 Comfort Stations in the National Capital Region

PARK	NAME/LOCATION	YEAR BUILT	TYPE	STATUS	NATIONAL REGISTER
Catoctin Mountain Park	Owens Creek Campground, Upper	1966	D		Pending Reevaluation
Catoctin Mountain Park	Owens Creek Campground, Lower	1965	D1		Pending Reevaluation
Catoctin Mountain Park	Chestnut Picnic Area	1968	D		Pending Reevaluation
Chesapeake and Ohio Canal National Historical Park	Carderock Comfort Station East	1965	D		Contributing
Chesapeake and Ohio Canal National Historical Park	Carderock Comfort Station West	1965	D		Contributing
George Washington Memorial Parkway	Belle Haven Park	1958	A	Altered	Contributing
George Washington Memorial Parkway	Belle Haven Marina	1972	F		Contributing
George Washington Memorial Parkway	Columbia Island	1972	F		Contributing
George Washington Memorial Parkway	Daingerfield Island	1972	F		Contributing
George Washington Memorial Parkway	Fort Hunt Area B	1964	D		Contributing
George Washington Memorial Parkway	Fort Hunt Area E	1964	D		Contributing
George Washington Memorial Parkway	Fort Hunt Pavilion	1964	E		Contributing
George Washington Memorial Parkway	Great Falls Comfort Station NR #5	c. 1969	D		Contributing
George Washington Memorial Parkway	Theodore Roosevelt Island	1954	A		Contributing
George Washington Memorial Parkway	Turkey Run Area A	1963	D		Contributing
George Washington Memorial Parkway	Turkey Run Area B	1963	D		Contributing
George Washington Memorial Parkway	Turkey Run (Between Area C-1 and C-2)	1963	D		Contributing
National Capital Parks-East	Buzzard Point Park	c. 1972	F	Scheduled for demolition	Not Contributing/Not Applicable
National Capital Parks-East	Fort Dupont	c. 1954	B		Pending Evaluation
National Capital Parks-East	Fort Dupont Park Randle Circle Picnic Area	c. 1970	D		Pending Evaluation
National Capital Parks-East	Fort Dupont Park Ridge Picnic Area	c. 1970	D		Pending Evaluation
National Capital Parks-East	Ft. Washington Area A	1965	B1		Pending Evaluation
National Capital Parks-East	Ft. Washington Area C	1965	B1		Pending Evaluation

PARK	NAME/LOCATION	YEAR BUILT	TYPE	STATUS	NATIONAL REGISTER
National Capital Parks-East	Ft. Washington near PX Building	1965	B1	No longer in use	Not Contributing/Not Applicable
National Capital Parks-East	Ft. Washington Riverside Parking Lot	1965	B1		Pending Evaluation
National Capital Parks-East	Greenbelt Park Campground Loop A	c. 1965	D		Determined Eligible
National Capital Parks-East	Greenbelt Park Campground Loop B	c. 1965	D		Determined Eligible
National Capital Parks-East	Greenbelt Park Campground Loop B	c. 1965	D1		Determined Eligible
National Capital Parks-East	Greenbelt Park Campground Loop C	c. 1965	D		Determined Eligible
National Capital Parks-East	Greenbelt Park Campground Loop D	c. 1965	D		Determined Eligible
National Capital Parks-East	Greenbelt Park Campground Loop D	c. 1965	D1		Determined Eligible
National Capital Parks-East	Greenbelt Park Sweet Gum Picnic Area	c. 1965	D		Determined Eligible
National Capital Parks-East	Greenbelt Park Holly Picnic Area	1961	A		Determined Eligible
National Capital Parks-East	Greenbelt Park Laurel Picnic Area	c. 1965	D	Demolished/ Reconstructed	Not Contributing/Not Applicable
National Mall and Memorial Parks	Hains Point (East Potomac Park)	c. 1954	B		Pending Evaluation
Prince William Forest Park	Oak Ridge Campground Loop A	1964	C	Altered	Pending Evaluation
Prince William Forest Park	Oak Ridge Campground Loop B	1964	C1	Altered	Pending Evaluation
Prince William Forest Park	Oak Ridge Campground Loop C	c. 1964	C	Altered	Pending Evaluation
Prince William Forest Park	Telegraph Road Picnic Area	1962	C	Altered	Pending Evaluation
Prince William Forest Park	Turkey Run Ridge Campground	1963	D	Altered	Pending Evaluation
Rock Creek Park	Brightwood Recreation Center	c. 1968	D		Contributing
Rock Creek Park	Grove #1	1954	B		Contributing

COMFORT STATION TYPE	KEY CHARACTER-DEFINING FEATURES
 **Type A: Built 1954-1961**	• Rectangular massing • Gable-on-hip roof • Wood-frame construction and cladding • Symmetrical fenestration • Horizontal windows • Inset porch at entrances to restrooms
 **Type B: Built 1954-1958**	• T-shaped plan with picnic shelter • Gable roof • Brick-faced CMU construction with stone detailing • Brick wing walls and wood louvered baffle privacy screens • Stone fireplace/chimney in picnic shelter • Horizontal windows with continuous rowlock sills
 **Subtype B1: Built 1965**	• Rectangular massing • Gable roof • Brick-faced CMU construction • Brick wing walls and wood louvered baffle privacy screens • Horizontal windows with continuous rowlock sills

KEY CHARACTER-DEFINING FEATURES	COMFORT STATION TYPE
 **Type C: Built 1962-1964**	• Rectangular Massing • Low-pitched gable prow roof with overhanging eaves • Narrow stacked CMU construction • Separated, evenly spaced horizontal windows • CMU wing walls/privacy screens
 **Subtype C1: Built 1964**	• Rectangular Massing • Low-pitched gable prow roof with overhanging eaves (altered) • Narrow stacked CMU construction • Separated, evenly spaced horizontal windows • CMU wing walls/privacy screens on opposite sides of the building • Larger floor plan to accommodate showers
 **Type D: Built 1963-ca.1970**	• Rectangular Massing • Low-pitched gable prow roof with overhanging eaves • Stacked CMU construction • Horizontal ribbon windows with cast concrete sills • CMU wing walls/privacy screens

COMFORT STATION TYPE	KEY CHARACTER-DEFINING FEATURES
 **Subtype D1: Built ca. 1965**	• Rectangular massing • Low-pitched built-up roof with overhanging eaves • Stacked CMU construction, CMU and T1-11 exterior walls • CMU wing walls/privacy screens • Horizontal ribbon windows • Larger floor plan to accommodate showers
 **Type E: Built 1964**	• Multi-functional building • Cross gable roof with overhanging eaves and exposed roof trusses • Large interior brick chimney and double-sided fireplace • Low brick knee walls capped with concrete • Vertical wood beam privacy screens • Horizontal windows
 **Type F: Built ca. 1970**	• Rectangular massing • Stacked CMU construction and exterior walls • Flat roof with steel channel fascia • Recessed entrances to restrooms • Horizontal aluminum sash sliding windows with sunscreens

AGENCY POLICY AND STANDARDS

Familiarity with and understanding of National Park Service policies and standards will assist park and regional staff in implementing the design and maintenance guidelines for the Mission 66 comfort stations in the NCR.

NATIONAL PARK SERVICE MANAGEMENT POLICIES

The National Park Service Management Policies on Cultural Resource Management states:

> The National Park Service is the steward of many of America's most important cultural resources. These resources are categorized as archeological resources, cultural landscapes, ethnographic resources, historic and prehistoric structures, and museum collections. The Service's cultural resource management program involves:
>
> research to identify, evaluate, document, register, and establish basic information about cultural resources and traditionally associated peoples;
>
> planning to ensure that management processes for making decisions and setting priorities integrate information about cultural resources and provide for consultation and collaboration with outside entities; and
>
> stewardship to ensure that cultural resources are preserved and protected, receive appropriate treatments (including maintenance) to achieve desired conditions, and are made available for public understanding and enjoyment.

The cultural resource management policies of the National Park Service were developed from historic preservation, environmental, and other laws, proclamations, executive orders, and regulations. According to the National Park Service Management Policies on Cultural Resource Management:

> Taken collectively, this guidance provides the Service with the authority and responsibility for managing cultural resources in every unit of the national park system so that those resources may be preserved unimpaired for future generations. Cultural resource management will be carried out in a manner that is consistent with these legislative and regulatory provisions and with implementing policies and procedures such as the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Federal Register (FR) 44716-740), and Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act (63 FR 20497-508).[10]

NPS DIRECTOR'S ORDER 28 (NPS-28: CULTURAL RESOURCE MANAGEMENT GUIDELINES)

NPS Director's Order 28 emphasizes the following guidance for the preservation maintenance of historic buildings:

> Continuing preservation maintenance is the stewardship key to protecting the integrity of cultural resources and the investments made to bring them to maintenance condition. Further, continuing preservation maintenance is the surest way to avoid large future outlays of project money. A well-planned and executed maintenance program is an essential part of a park manager's performance.
>
> Elements to be considered in the park design process, particularly when development takes place in or near cultural zones, include scale, texture, continuity of architectural style or tradition, physical and visual relationships, and consistency with the Secretary of the Interior's Standards for Treatment of Historic Properties and other management standards in this guideline.

The following standards from Director's Order 28 relate to the maintenance and treatment of historic properties:

10 National Park Service, *A Guide to Managing the National Park System* (Washington, DC: National Park Service 2006), accessed at https://www.nps.gov/policy/mp/policies.html.

- Each park prepares and implements an annual maintenance schedule identifying work to be done and funding and personnel needed.
- Housekeeping, routine, and cyclic work mitigating wear and deterioration are accomplished without altering the appearance or basic material of cultural resources.
- Repair or in-kind replacement of deteriorated features is undertaken to keep the existing appearance and function of cultural resources.
- Stabilization work necessary to protect damaged historic material from additional damage is accomplished.
- Action is taken to prevent damage to and minimize deterioration of museum objects by practicing preventive conservation or performing suitable treatments.
- All preservation maintenance work is consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties and other management standards in this guideline and is carried out following applicable requirements of Section 106, 36 CFR Part 800, and the 1995 Servicewide Programmatic Agreement.[11]

THE SECRETARY OF INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES

The Secretary of the Interior's Standards for the Treatment of Historic Properties provides preservation principles and promotes historic preservation best practices to help protect our nation's irreplaceable cultural resources. The Secretary of the Interior's Standards address four treatments: preservation, rehabilitation, restoration, and reconstruction. The design and maintenance guidelines follow the treatment guidelines for rehabilitation. According to the standards:

> Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character.[12]

ACCESSIBILITY STANDARDS

According to Director's Order #42: Accessibility for Visitors with Disabilities in National Park Service Programs and Services and the National Park Service's Cultural Resource Management Policy:

> The National Park Service will provide persons with disabilities the highest feasible level of physical access to historic properties that is reasonable, consistent with the preservation of each property's significant historical features. Access modifications for persons with disabilities will be designed and installed to least affect the features of a property that contribute to its significance. Modifications to some features may be acceptable in providing access, once a review of options for the highest level of access has been completed. However, if it is determined that modification of particular features would impair a property's integrity and character in terms of the Advisory Council's regulations at 36 CFR 800.9, such modifications will not be made. To the extent possible, modifications for access will benefit the greatest number of visitors, staff, and the public, and be integrated with, or in proximity to, the primary path of travel for entrances and from parking areas. In situations where access modifications cannot be made, alternative methods of achieving program access will be adopted.[13]

11 National Park Service, *Director's Order 28*, accessed 2 April 2019 at https://www.nps.gov/parkhistory/online_books/nps28/28intro.htm.

12 Department of the Interior, T*he Secretary of Interior Standards for the Treatment of Historic Properties* (Washington, DC: National Park Service, 2017), accessed online at https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf.

13 National Park Service, *A Guide to Managing the National Park System*, accessed at https://www.nps.gov/policy/mp/policies.html; National Park Service, *Director's Order 42: Accessibility for Visitors for with Disabilities in National Park Service Programs and Service*s, accessed online at https://www.nps.gov/policy/dorders/DOrder42.html.

The Secretary of Interior Standards for the Treatment of Historic Properties also provides guidelines for sensitive solutions to meet code requirements with the goal of protecting the historic character of the building and site:

- Identifying the historic building's character-defining exterior features, interior spaces, features, and finishes, and features of the site and setting which may be affected by accessibility code-required work.
- Complying with barrier-free access requirements in such a manner that the historic building's character-defining exterior features, interior spaces, features, and finishes, or features of the site and setting are preserved or impacted as little as possible.
- Working with specialists in accessibility and historic preservation to determine the most sensitive solutions to comply with access requirements in a historic building, its site, and setting.
- Providing barrier-free access that promotes independence for the user while preserving significant historic features.
- Finding solutions to meet accessibility requirements that minimize the impact of any necessary alteration for accessibility on the historic building, its site, or setting, such as compatible ramps, paths, and lifts.[14]

14 Department of the Interior, T*he Secretary of Interior Standards for the Treatment of Historic Properties*, 69.



Design and Maintenance Guidelines

Section Cover: Left to right from top: Holly Picnic Area, Greenbelt Park (Type A); Grove #1, Rock Creek Park, (Type B); Fort Washington (Subtype B1); Oak Ridge Campground, Prince William Forest Park (Type C); Oak Ridge Campground, Prince William Forest Park (Subtype C1); Fort Hunt Park, George Washington Memorial Parkway (Type D); Owens Creek Campground, Catoctin Mountain Park (Subtype D1); Fort Hunt Park, George Washington Memorial Parkway (Type E); Belle Haven Marina, George Washington Memorial Parkway (Type F).

Type A Comfort Stations

Type A Comfort Stations are distinct from the other Mission 66 Comfort Station types as they are wood-frame construction and have traditional roofs and cladding with 8:12 gable-on-hip (or Dutch gable) roofs and board-and-batten or horizontal wood siding. Only three of this type were built in the National Capital Region. Drawings for the Type A Comfort Station at Theodore Roosevelt Island date from 1954, suggesting that the National Park Service developed this comfort station prototype prior to the official start of the Mission 66 program.

Type A Comfort Stations are one-story, rectangular buildings and have a typical comfort station floor plan with a men's and women's restroom separated by a plumbing chase/storage area. The entrance vestibules to the restrooms are integrated into the interior floor plan of the building. Each restroom has a small inset entrance porch, situated in a front corner of the building, that is sheltered by the building's roof and supported by a single wood post.

Type A Comfort Stations sit on poured slab-on-grade concrete foundations. The exteriors of the buildings are clad in board-and-batten or horizontal wood siding and typically the roofs are covered in asphalt shingles, although drawings indicate that they were originally asbestos cement shingles. The gable ends of the roofs have louvered vents. Drainage originally consisted of ogee hanging copper or aluminum gutters with downspouts. The primary elevations are symmetrically fenestrated by three



Figure 1. Type A Comfort Station, Holly Picnic Area, Greenbelt Park, National Capital Parks-East, front and side elevations.

single-leaf doors separated by paired one-light horizontal windows. The central door leads to the utility area. The doors have been replaced with flat profile metal doors. The rear elevations have three sets of evenly spaced paired one-light awning windows and each of the side elevations have a single one-light awning window. The original plans called for wood-sash windows; however, all of the windows appear to have been replaced with similar one-light metal-sash windows.

On the interior of the buildings, each restroom has two sinks and two stalls and the men's room provides two urinals. At the end of each entrance vestibule is a small maintenance closet.

Although original drawings indicate that the Type A Comfort Station at Belle Haven Park was built in 1954 and was similar to the Type A Comfort Stations at Greenbelt Park and Theodore Roosevelt Island, the building has been renovated and it no longer retains its original entrance porches and other exterior character-defining features such as its weatherboard siding and paired awning windows.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Poured concrete slab on-grade foundation
- Wood-frame construction
- Board-and-batten or horizontal wood siding
- Gable-on-hip roof
- Interior entrance vestibule
- Inset entrance porches to each restroom
- Symmetrical fenestration
- One-light horizontal windows

BUILDING INTERIOR

- Original interior floor plan with restrooms separated by plumbing chase, interior vestibule, and small maintenance closet

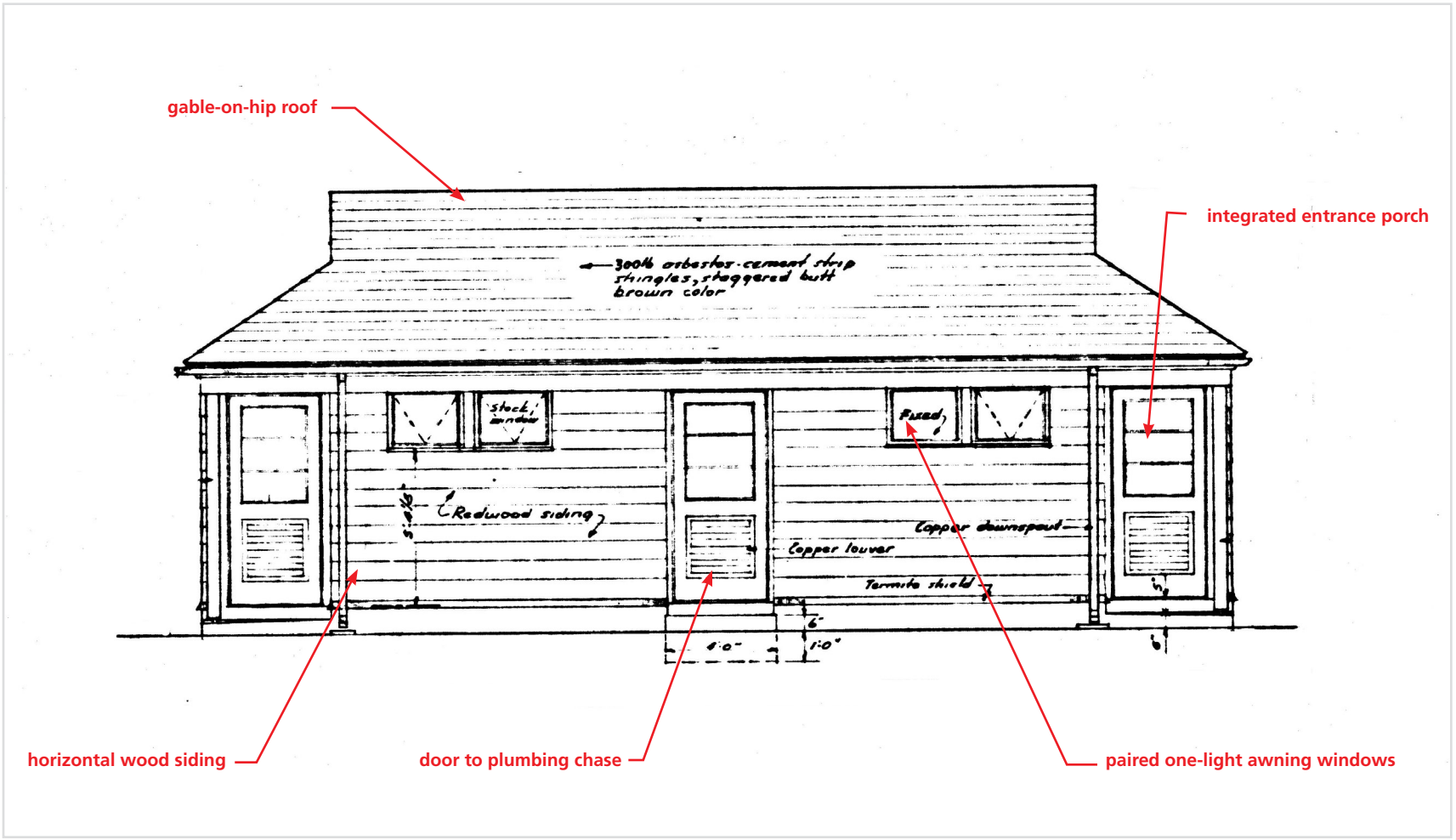


Figure 2. Type A Comfort Station, front elevation (Theodore Roosevelt Island, George Washington Memorial Parkway, 1954).

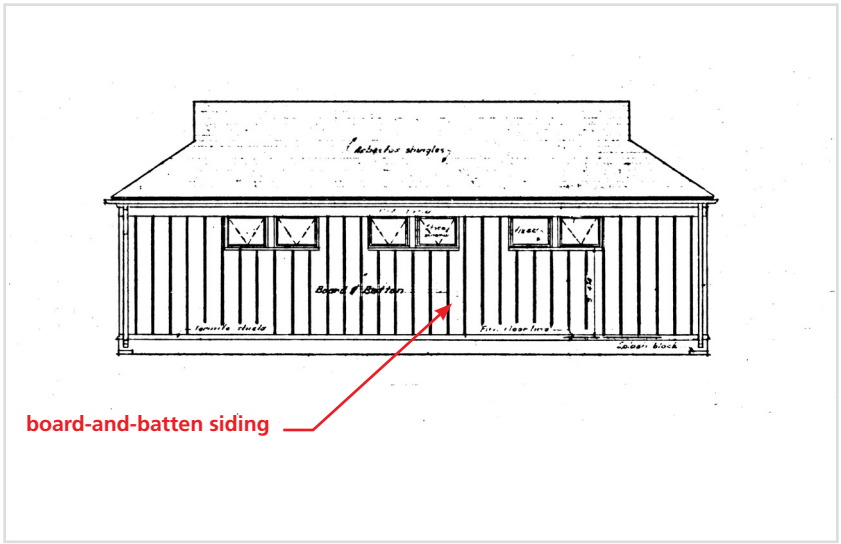


Figure 3. Type A Comfort Station, rear elevation (Greenbelt Park, National Capital Parks-East, 1961).

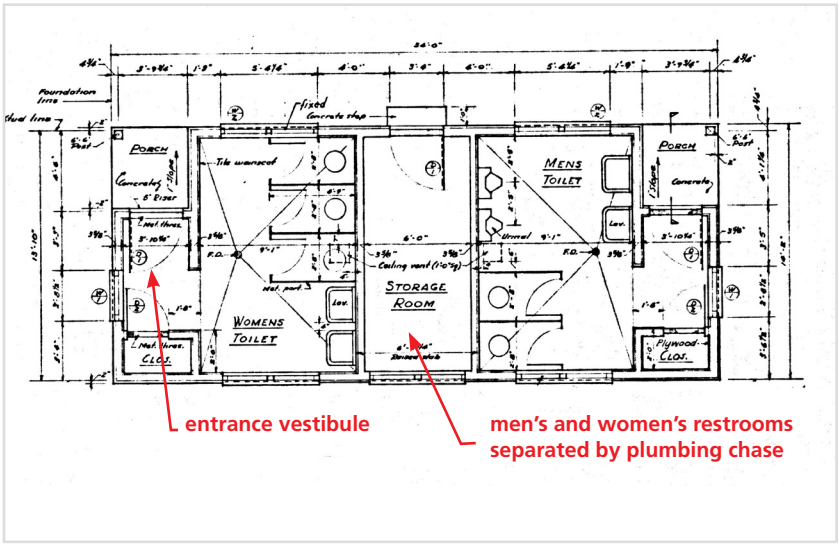


Figure 5. Type A Comfort Station, floor plan (Theodore Roosevelt Island, George Washington Memorial Parkway, 1954).

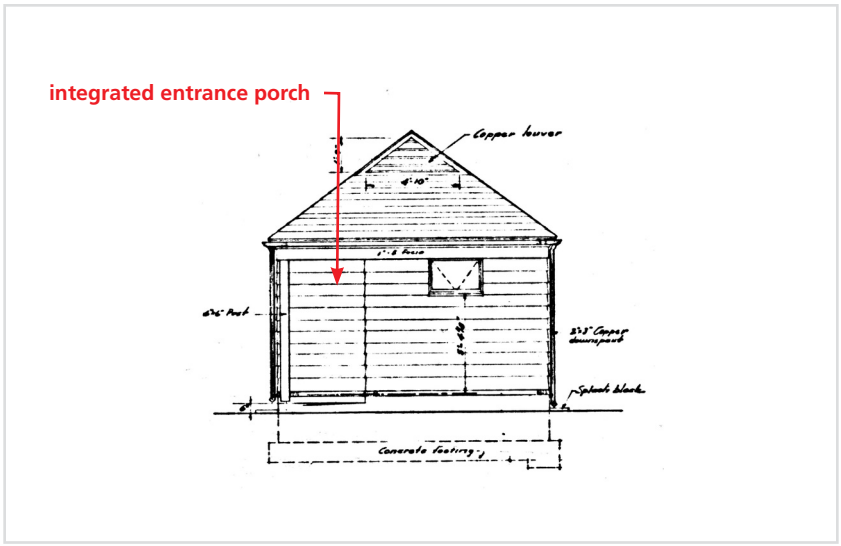


Figure 4. Type A Comfort Station, side elevation (Theodore Roosevelt Island, George Washington Memorial Parkway, 1954). Note: other side elevation is opposite.



Figure 6. Type A Comfort Station, Holly Picnic Area, Greenbelt Park, National Capital Parks-East, front and side elevations.



Figure 7. Type A Comfort Station, Holly Picnic Area, Greenbelt Park, National Capital Parks-East, side and rear elevations.



Figure 8. Type A Comfort Station, Theodore Roosevelt Island, George Washington Memorial Parkway, front elevation.



Figure 9. Type A Comfort Station, Theodore Roosevelt Island, George Washington Memorial Parkway, rear elevation.



Figure 10. Type A Comfort Station, Belle Haven Park, George Washington Memorial Parkway, front elevation. Note: replacement siding, windows, and modified entrances.



Figure 11. Type A Comfort Station, Belle Haven Park, George Washington Memorial Parkway, rear elevation. Note: replacement siding and windows.



Figure 12. Type A Comfort Station, Belle Haven Park, George Washington Memorial Parkway, front and side elevations. Note: replacement siding, windows, and modified entrance.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Type A Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

Drawings indicate that the windows of the Type A Comfort Stations were originally one-light wood-sash awning. The windows have been replaced with one-light metal- or vinyl-sash awning windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

Originally the doors were single-leaf with a three-light window above a louvered ventilation panel. The original doors of the Type A Comfort Stations have been replaced with flat profile metal doors.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

SIDING

Type A Comfort Stations have painted board-and-batten or horizontal wood siding. The comfort station at Belle Haven Park originally had horizontal wood siding and currently is covered in T1-11 siding.

Siding Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation.
- Repaint with colors that are appropriate to the building/historic district and park.

Siding Replacement

- If a portion of the siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

The roofs of the buildings are gable-on-hip with an 8:12 pitch and louvered vents in the gables. The original roofing material was asbestos cement shingles that have been replaced with asphalt shingles. Drainage originally consisted of 5” ogee hanging copper or aluminum gutters and downspouts. Both the Belle Haven Park and Theodore Roosevelt Island comfort stations currently have aluminum gutters and downspouts. The Type A Comfort Station at Greenbelt Park lacks gutters and downspouts.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Type B Comfort Stations

Type B Comfort Stations predate the official start of the Mission 66 program. These early comfort stations differ from those built from the Mission 66 standardized plans of the 1960s and have more traditional details, such as red brick exteriors and 5 ½:12 gable roofs, but also incorporate Modern-style features, such as stone accent walls and wood screens. The earliest examples of this comfort station in the National Capital Region were built in the mid-1950s at established picnic areas and included an option for an attached picnic shelter, which were either built concurrently with the comfort station or at a later date. These include a comfort station with an attached shelter in Fort Dupont Park, built in 1954, and similar examples built at East Potomac Park (Hains Point) and Rock Creek Park (Grove #1), likely built around the same time.



Figure 13. Type B Comfort Station, Grove #1 Picnic Area, Rock Creek Park.

The Type B Comfort Station is divided into men's and women's restroom areas, separated by a central, narrow mechanical/utility room that also provides storage space. The entrances to the restrooms are offset and located on the gable ends of the building. Access to the mechanical/utility room is through a centered door on the elevation of the building that is sheltered by the attached picnic shelter.

Type B Comfort Stations sit on poured slab-on-grade foundations with concrete footings and are constructed of CMUs. The exterior of the buildings are clad in six-course American-bond brick. On the gable ends, below the sills of the windows, are random coursed ashlar walls (original

plans called for local stone) that extend two feet past the exterior footprint of the buildings. Adjacent to the entrances to the restrooms, the brick walls of the rear elevations extend approximately five-and-a-half feet to create privacy screens. Perpendicular to the screens are louvered baffle walls constructed of alternating two-by-fours that also serve as privacy screens. Historically the gable roofs of the comfort stations were covered in standing-seam copper; however, the roofs of the comfort stations in Fort Dupont Park and Rock Creek Park have been replaced with asphalt shingles. The gable ends of the buildings are clad in board-and-batten wood siding. One-light wood-sash awning windows, single or grouped in rows of two or three, are located directly below the eaves and gables and have continuous rowlock brick sills. The windows are covered with metal security grilles. Originally the doors of the buildings were single-leaf flush panel wood doors; however, the doors have been replaced with flush panel or paneled metal doors.

The picnic shelters have a poured slab-on-grade foundation with concrete footings and their gable roofs are supported by square wood posts. On the gable end of the shelter opposite the comfort station is a stone fireplace with a stone chimney. The fireplace of the East Potomac Park (Hains Point) picnic shelter has been enclosed with brick and is no longer functional.

On the interior, each women's restroom typically holds five toilet stalls and two sinks, while each men's restroom has two toilet stalls, three urinals, and two sinks.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- T-Shaped form with comfort station and perpendicular shelter
- Rectangular massing with two restrooms separated by narrow utility area
- Gable standing-seam copper roof
- Concrete-block construction with six-course American-bond brick veneer
- Random coursed ashlar walls
- Continuous rowlock brick sills
- Horizontal one-light wood-sash awning windows in single, paired, or triple configurations
- Windows located directly below roof
- Board-and-batten siding in gable ends
- Brick privacy screens with perpendicular louvered baffle walls
- Entrance to restrooms located on gable ends, entrance to utility room on same elevation as picnic shelter
- Open-bay picnic shelters with wood posts
- Stone fireplace and chimney at gable end of picnic shelter, opposite comfort station

BUILDING INTERIOR

- Original interior floor plan with restrooms separated by utility area

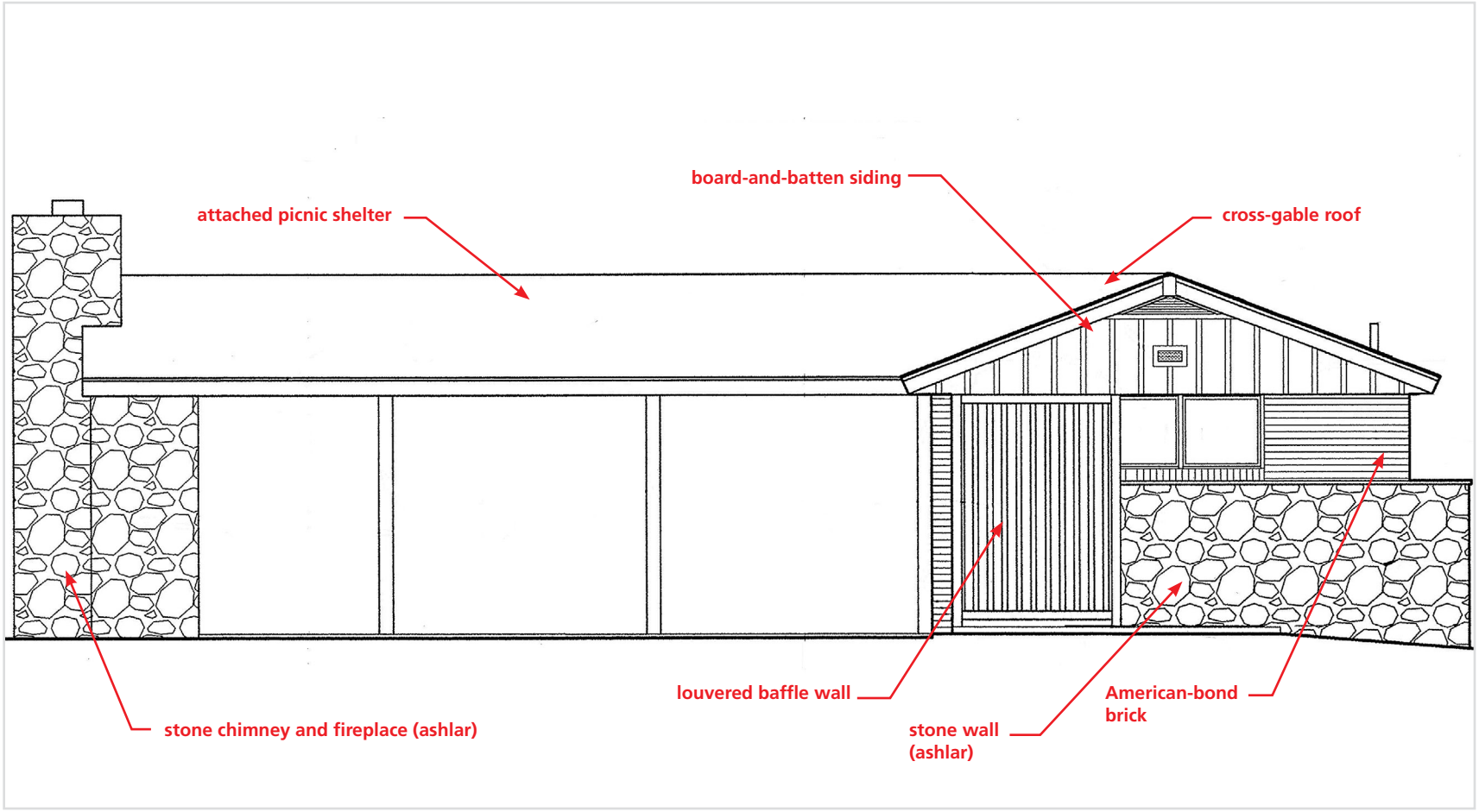


Figure 14. Type B Comfort Station, side elevation (Picnic Grove #1, Rock Creek Park, 2002).

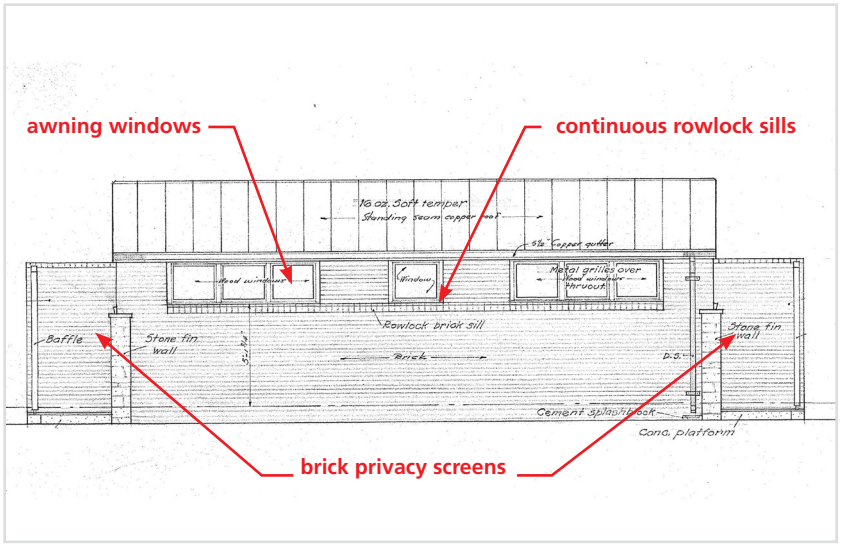


Figure 15. Type B Comfort Station, front elevation (Fort Dupont, Rock Creek Park, and East Potomac Park, 1954).

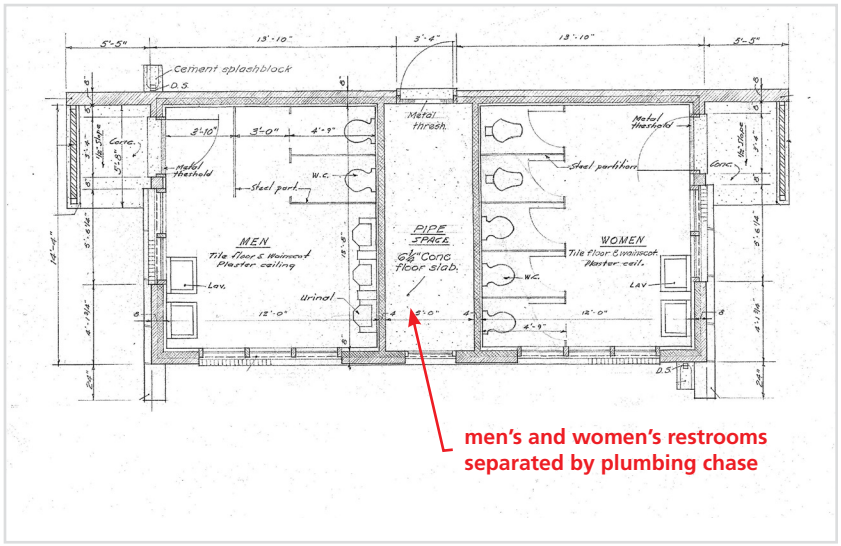


Figure 16. Type B Comfort Station, floor plan (Fort Dupont, Rock Creek Park, and East Potomac Park 1954).

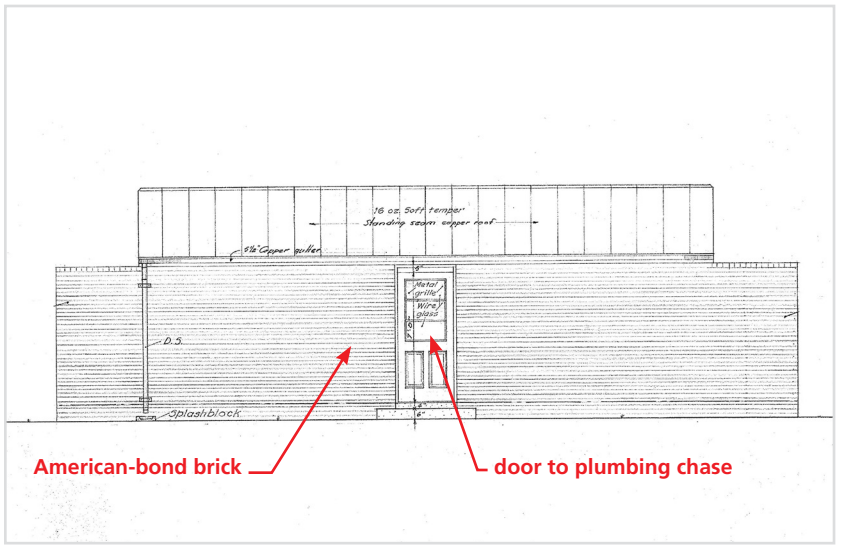


Figure 17. Type B Comfort Station, rear elevation, not showing attached picnic shelter (Fort Dupont, Rock Creek Park, and East Potomac Park 1954).



Figure 18. Type B Comfort Station, Hains Point, East Potomac Park, National Mall and Memorial Parks, front and side elevations.



Figure 19. Type B Comfort Station, Hains Point, East Potomac Park, National Mall and Memorial Parks, stone fireplace in picnic shelter. Note: enclosed fireplace.



Figure 20. Type B Comfort Station, Hains Point, East Potomac Park, National Mall and Memorial Parks, side and rear elevations and picnic shelter.



Figure 21. Type B Comfort Station, Lanham Picnic Area, Fort Dupont, National Capital Parks-East, rear elevation and picnic shelter.



Figure 22. Type B Comfort Station, Grove #1 Picnic Area, front and side elevations, Rock Creek Park.



Figure 23. Type B Comfort Station, Grove #1 Picnic Area, rear elevation and picnic shelter, Rock Creek Park.



Figure 24. Type B Comfort Station, Grove #1 Picnic Area, Rock Creek Park, detail of louvered baffle wall. Note: incompatible replacement door.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Type B Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The windows of the building are one-light wood-sash awning.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The original doors of the Type B Comfort Stations were flat profile wood and the majority have been replaced with metal doors of a similar profile.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

Type B Comfort Stations have six-course American-bond brick and ashlar stone veneer exterior walls and gables clad in board-and-batten wood siding.

Exterior Materials Repair

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean brick and stone only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair brick and stone walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the brick, stone, or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

Type B Comfort Stations have 5 ½:12 gable roofs with boxed wood cornices. The original roofing material was standing-seam copper. The comfort stations at Fort Dupont and Rock Creek Park currently have asphalt-shingle roofs. The original drawings also specified copper hanging gutters and downspouts. The comfort station at Hains Point lacks gutters and downspouts and the gutters and downspouts at Grove #1 are aluminum.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Subtype B1 Comfort Stations

The NPS built three Subtype B1 Comfort Stations as part of Mission 66 improvements to picnic areas at Fort Washington in 1958, after the official start of the Mission 66 program. These comfort stations follow the same plan and details as the Type B Comfort Station except that they lack the attached picnic shelter and stone detailing.

Subtype B1 Comfort Stations are modest, one-story rectangular buildings capped with gable roofs. The comfort stations are divided into men's and women's restroom areas, separated by a central, narrow mechanical/utility room or plumbing chase that also provides storage space. The entrances to the restrooms are offset and located on the gable ends of the building. Access to the mechanical/utility room is located on the center of the building's rear elevation.

The buildings sit on poured slab-on-grade foundations with concrete footings and are constructed of CMUs. The exterior walls are finished with six-course American-bond brick. Adjacent to the restroom entrances, brick wing walls, approximately five-and-a-half feet in length, extend from the building and create partial privacy screens. Perpendicular to the screens are louvered baffle walls constructed of alternating vertical two-by-fours that also serve as privacy screens. The gable roofs (5 ½:12) have boxed cornices and were originally clad in cement asbestos shingles that have been replaced with asphalt shingles. The gables of the buildings are clad in T1-11 plywood siding. Original drawings for the buildings



Figure 25. **"Proposed typical comfort station," National Capital Parks (1954).**

indicate copper gutters and downspouts, but they have been replaced with aluminum. Symmetrically fenestrated, the buildings have one-light wood-sash awning windows, single or grouped in rows of two or three, located directly below the eaves. The windows share continuous rowlock brick sills and are covered with metal security grilles. The original plans called for flat paneled wood doors for the restrooms and two-paneled wood doors with three-light windows for the utility areas. For the most part, the doors have been replaced with flat profile metal doors. At Fort Washington all of the original wood louvered baffle walls have been removed, although evidence of their footings and attachment to the brick walls is still present.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing with two restrooms separated by a narrow utility area
- Gable shingle roof
- CMU construction with six-course American-bond brick veneer
- Continuous rowlock brick sills
- Symmetrical fenestration
- One-light wood-sash awning windows in single, paired, or triple configurations
- Windows located directly below roof
- T1-11 siding in gable ends
- Brick privacy screens with perpendicular louvered baffle walls
- Entrance to restrooms located on gable ends, entrance to utility room on rear elevation

BUILDING INTERIOR

- Original interior floor plan with restrooms separated by plumbing chase.

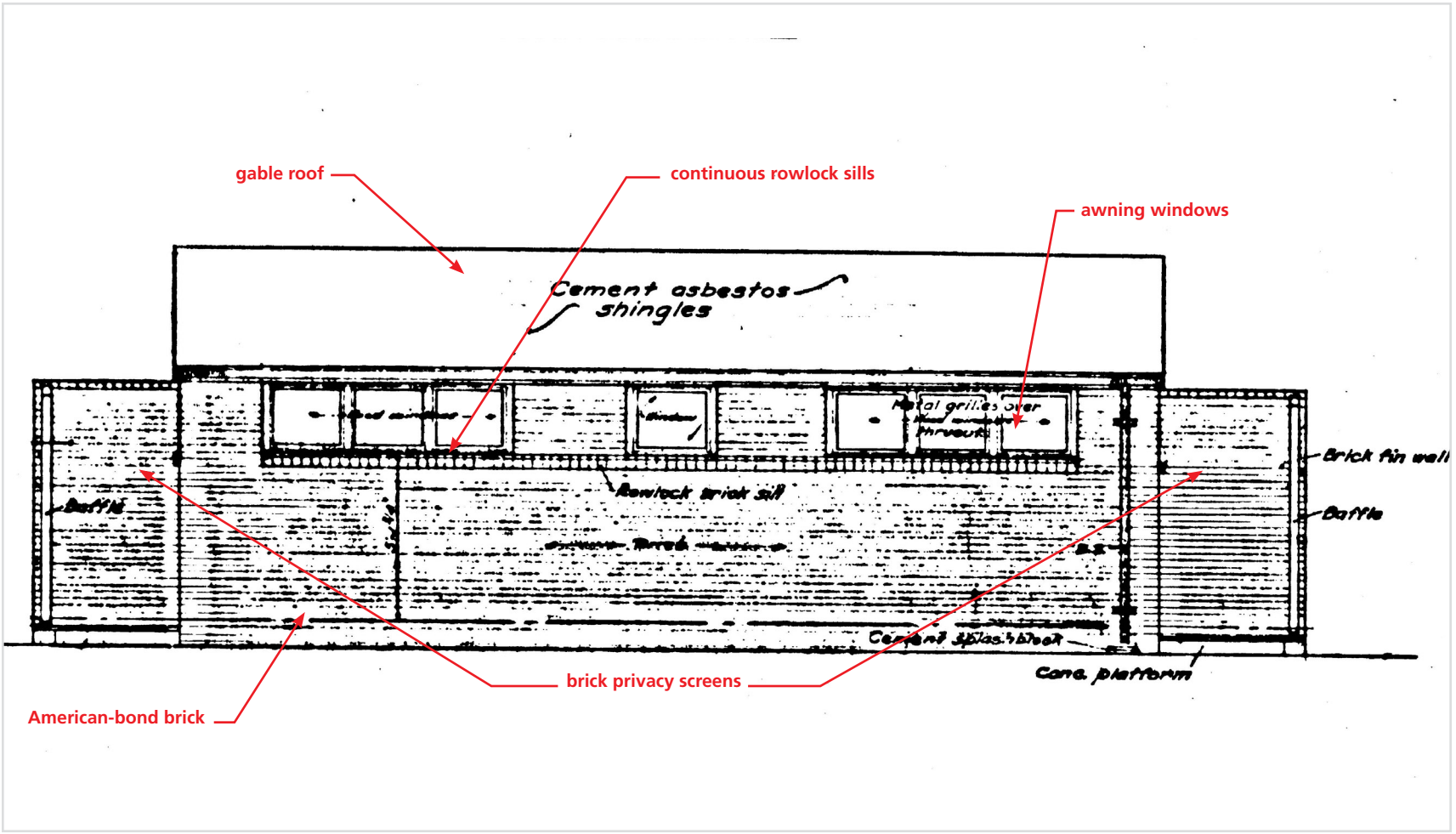


Figure 26. Subtype B1 Comfort Station, front elevation (Fort Washington, National Capital Parks-East, 1958).

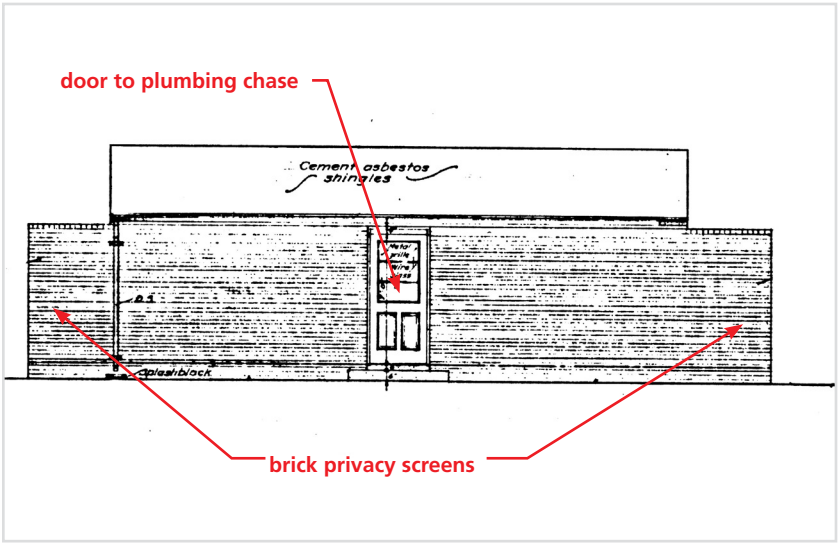


Figure 27. Subtype B1 Comfort Station, rear elevation (Fort Washington, National Capital Parks-East, 1958).

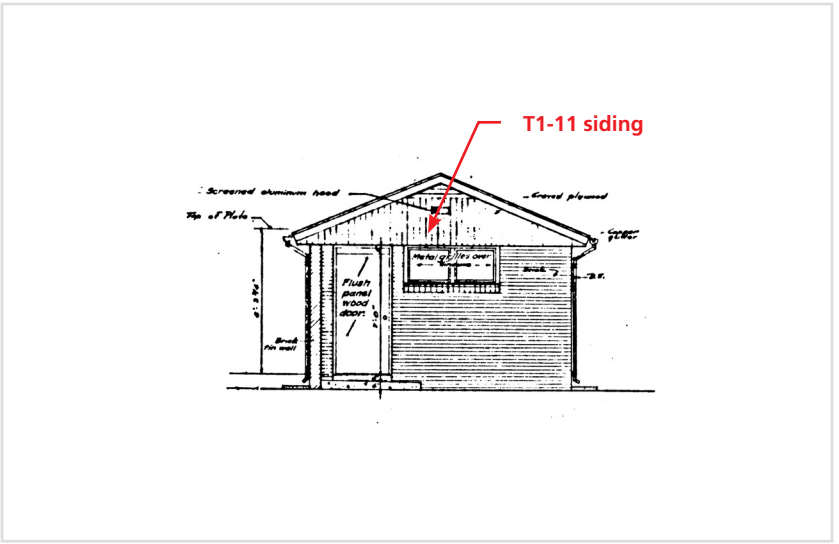


Figure 29. Subtype B1 Comfort Station, side elevation (Fort Washington, National Capital Parks-East, 1958).

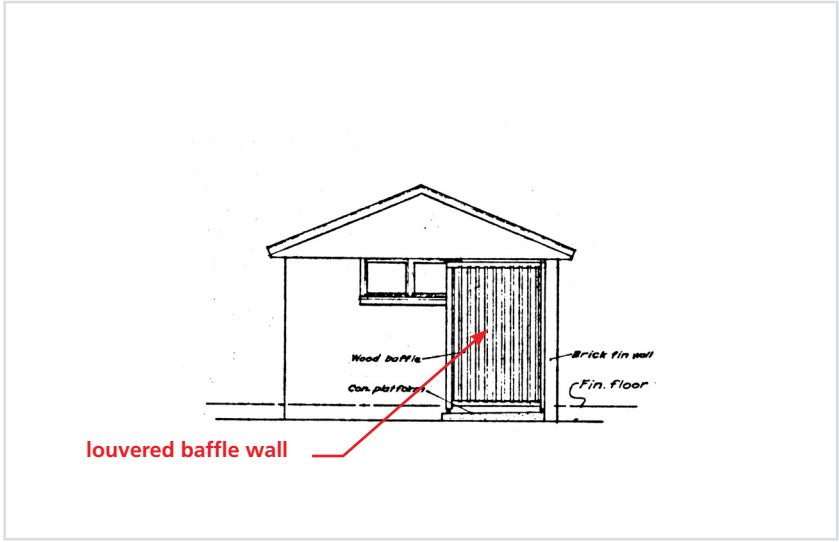


Figure 28. Subtype B1 Comfort Station, side elevation showing louvered baffle wall (Fort Washington, National Capital Parks-East, 1958).

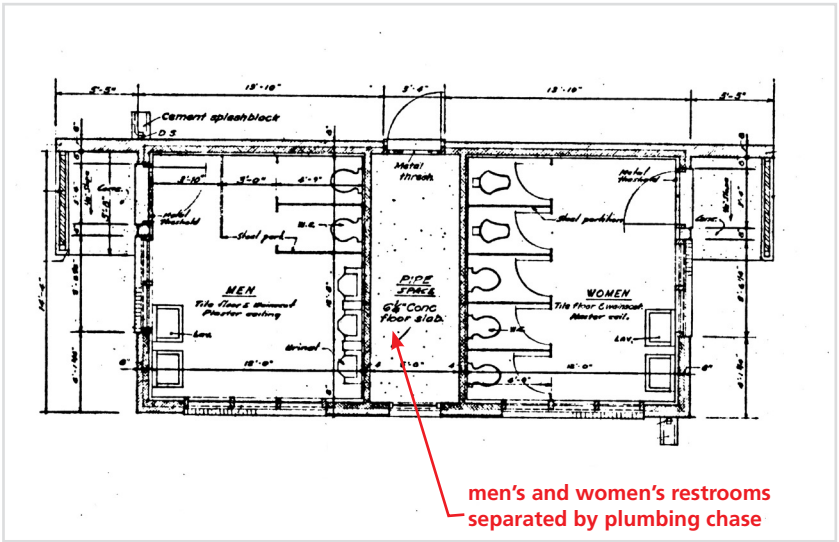


Figure 30. Subtype B1 Comfort Station, floor plan, (Fort Washington, National Capital Parks-East, 1958).



Figure 31. Subtype B1 Comfort Station, Picnic Area A, Fort Washington, National Capital Parks-East, front and side elevations. Note: wood baffle wall removed.



Figure 32. Subtype B1 Comfort Station, Picnic Area A, Fort Washington, National Capital Parks-East, rear and side elevations. Note: wood baffle wall removed.



Figure 33. Subtype B1 Comfort Station, Picnic Area C, Fort Washington, National Capital Parks-East, side elevation. Note: wood baffle wall removed.



Figure 34. Subtype B1 Comfort Station, Picnic Area A, Fort Washington, National Capital Parks-East, detail of windows.



Figure 35. Subtype B1 Comfort Station, near PX Building, Fort Washington, National Capital Parks-East, detail of original door to utility area.



Figure 36. Subtype B1 Comfort Station, near PX Building, Fort Washington, National Capital Parks-East, rear and side elevations. Note: wood baffle wall removed.



Figure 37. Subtype B1 Comfort Station, Riverside, Fort Washington, National Capital Parks-East, front and side elevations. Note: wood baffle wall removed and addition of skylights.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features
- Conduct repairs in kind
- Avoid exterior alterations
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Subtype B1 Comfort Stations are built on concrete slab on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The windows of the building are one-light wood-sash awning.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The original doors of the Type B1 Comfort Stations were flat paneled wood or two-paneled doors with a three light window above and have for the most part been replaced with flat profile metal doors.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

Subtype B1 Comfort Stations have six-course American-bond brick exterior walls and board-and-batten wood siding in the gable ends.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean brick only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair brick walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the brick or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

Subtype B1 Comfort Stations have 5 ½:12 gable roofs with boxed cornices. The original roofing material was asbestos cement shingles that have been replaced with asphalt shingles. In some instances skylights have been added to the buildings. The original drawings specify copper hanging gutters and downspouts, but they have all been replaced with aluminum.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Type C Comfort Stations

Type C Comfort Stations were built in Prince William Forest Park as part of Mission 66 improvements to add picnic areas and campground facilities to the park. Type C Comfort Stations introduced modern architecture to the park with their narrow stacked concrete masonry unit (CMU) walls and low-pitched roofs with overhanging eaves. The National Park Service built two standardized types of the Type C Comfort Station: the "Picnic Type" and the "Campground Type." One "Picnic Type" comfort station and three "Campground Type" comfort stations were built at Prince William Forest Park as part of the Mission 66 program.

Type C Comfort Stations are one-story buildings with rectangular massing consisting of men's and women's restroom areas that are separated by a central, narrow mechanical/utility area (or plumbing chase), which also provides storage space. Differentiating the Campground from the "Picnic" comfort stations is a small utility sink closet in the "Campground" comfort stations that is accessed from the exterior of the building opposite the plumbing chase.

Type C Comfort Stations sit on slab-on-grade foundations with concrete footings. The walls of the buildings are constructed of 4-inch stacked CMUs capped with segmented cast concrete sills. Rectangular, evenly spaced metal vents pierce the walls near the buildings' foundations. The upper quarter of the walls, which also contain the buildings' windows,



Figure 38. Illustration of Type C Comfort Station at Prince William Forest Park (1962).

are constructed of wood framing and clad in T1-11 plywood siding with 8-inch on-center grooves. L-shaped privacy screens, also constructed of CMUs, are attached to the buildings adjacent to the restroom entrances. The mechanical/utility rooms and utility sink closets are accessed through doors centered on the front and rear elevations of the buildings. The doors are single-leaf flat profile metal doors.

Originally the Type C Comfort Stations at Prince William Forest Park had low-pitched (2:12) built-up gable roofs with generous overhanging eaves. On the gable ends of the buildings, the eaves formed distinctive prows that sheltered the restroom entrances below. The original roofs were built over tongue-and-groove decking and had open cornices, exposed rafter tails, and tongue-and-groove soffits and lacked gutters and downspouts. In 2010 the roofs of the Type C Comfort Stations at Prince William Forest Park were replaced with more steeply pitched gable roofs (6:12) that are covered in asphalt or composite shake shingles. The roofs retain the overhanging eaves, exposed rafter tails, and tongue-and-groove decking and soffits as the original buildings.

Type C Comfort Stations are symmetrically fenestrated with horizontal windows that are located directly below the roof. Originally the windows were wood sash awning with wire glass. The 2010 rehabilitation project also included the replacement of the original windows with horizontal vinyl-sash sliding windows and the installation of four sky tubes (sky lights) to increase natural lighting. At the Telegraph Road Picnic Area, the electrical and plumbing systems were also upgraded and Architectural Barriers Act Accessibility Standards (ABAAS) compliant entry doors with push button access were installed.

On the interior of the buildings, each women's restroom typically holds two toilet stalls and two sinks, while each men's restroom has one toilet stall, one urinal, and two sinks. The rafters and tongue-and-grove roof decking are exposed on the ceilings of the buildings.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Mechanical/utility area and small utility sink closet (Campground Type only) accessible from exterior of building
- CMU construction and exterior walls with segmented cast concrete sills, wood-frame and 8-inch on center T1-11 plywood siding on upper quarter of the building
- Low-pitched built-up gable roof with prow overhang (altered)
- 8-inch on-center T1-11 plywood siding in gable ends
- Overhanging eaves with exposed rafter tails and soffits with tongue-and-groove siding
- External CMU privacy screens to restroom entrances
- Single-leaf flat profile metal doors
- Evenly-spaced, separated horizontal windows located below the roof eaves

BUILDING INTERIOR

- Original interior floor plan with women's and men's restrooms separated by a plumbing chase/utility area and small utility sink closet (sink closet in Campground Type only)
- Exposed rafters and tongue-and-groove ceiling

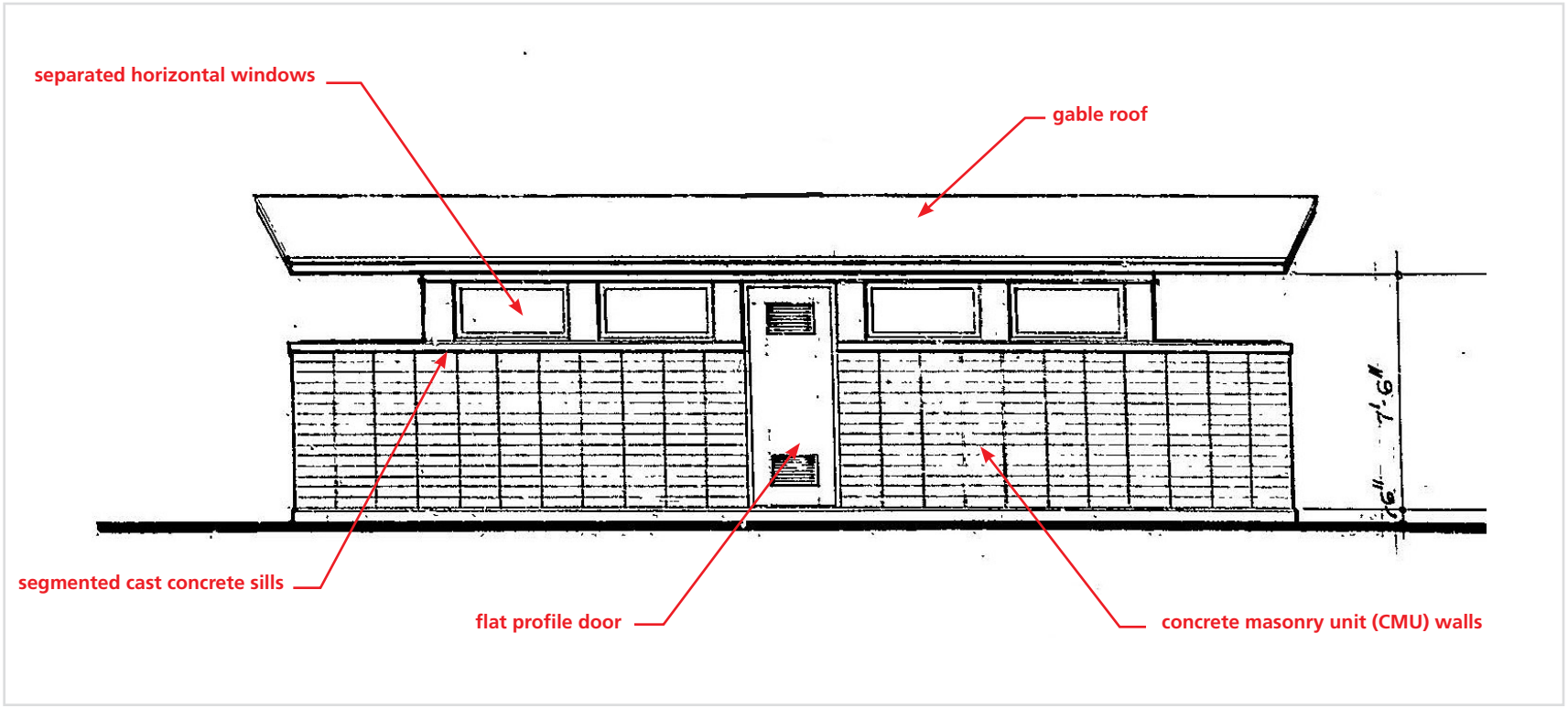


Figure 39. Type C "Campground" Comfort Station, front elevation (Oak Ridge Campground and Telegraph Road Picnic Area, Prince William Forest Park, 1962).

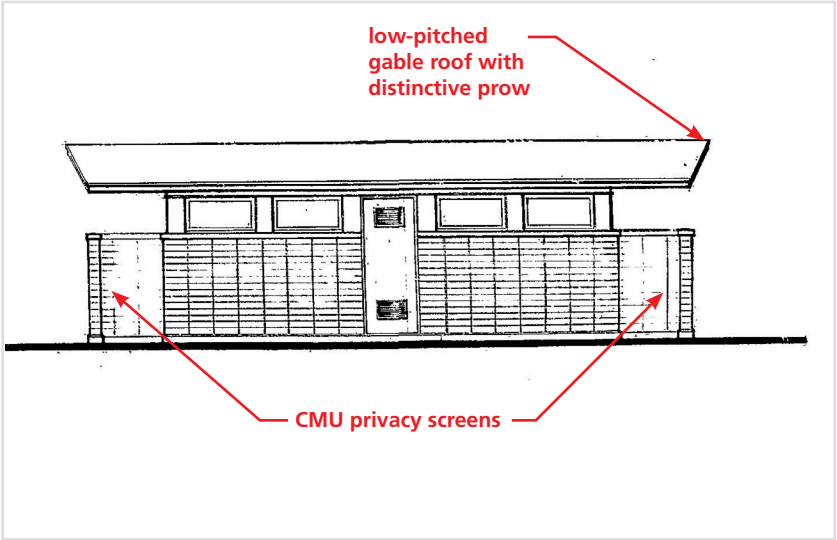


Figure 40. Rear elevation, Type C Comfort Station (Oak Ridge Campground and Telegraph Road Picnic Area, Prince William Forest Park, 1962).

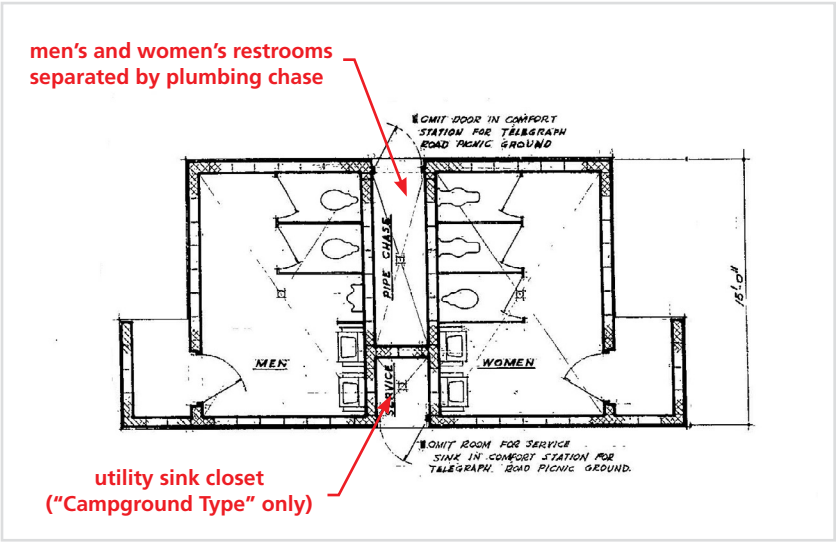


Figure 41. Type C Comfort Station, floor plan (Oak Ridge Campground and Telegraph Road Picnic Area, Prince William Forest Park, 1962).

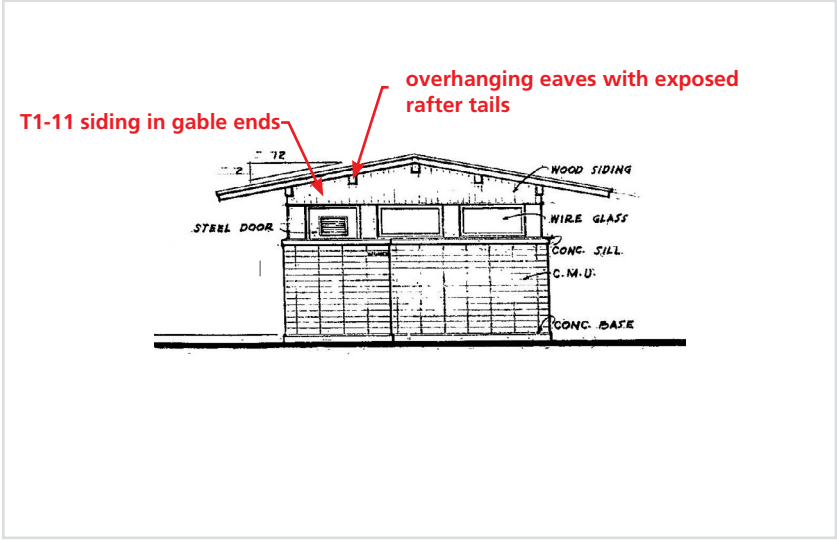


Figure 42. Side elevation, Type C Comfort Station (Oak Ridge Campground and Telegraph Road Picnic Area, Prince William Forest Park, 1962). Note: other side elevation opposite.



Figure 43. Type C "Picnic" Comfort Station, Telegraph Road, Prince William Forest Park, rear and side elevations. Note: modified roof pitch.



Figure 44. Type C "Picnic " Comfort Station, Telegraph Road, Prince William Forest Park, front elevation. Note: modified roof pitch.



Figure 45. Type C "Campground" Comfort Station, Loop A, Oak Ridge Campground, Prince William Forest Park, rear and side elevations. Note: modified roof pitch.



Figure 46. Type C "Campground" Comfort Station, Loop A, Oak Ridge Campground, Prince William Forest Park, front and side elevations. Note: modified roof pitch.



Figure 47. Type C "Campground" Comfort Station, Loop A, Oak Ridge Campground, Prince William Forest Park, utility sink closet.



Figure 48. Type C "Campground" Comfort Station, Loop C, Oak Ridge Campground, Prince William Forest Park, rear and side elevations. Note: modified roof.



Figure 49. Type C "Campground" Comfort Station, Loop C, Oak Ridge Campground, Prince William Forest Park, front and side elevations. Note: modified roof.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Type C Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

Originally the windows of the buildings consisted of one-light wood-sash awning and one-light wood-sash fixed windows with wire glass. The windows have been replaced with two-light horizontal vinyl-sash sliding windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

Plans for the Type C Comfort Stations specify flat profile metal doors with louvered vents. Currently the majority of the buildings have flat profile metal doors.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The exterior of Type C Comfort Stations consist of 4-inch stacked, painted CMUs. The wood-frame walls above the CMUs are clad in T1-11 siding with 8-inch on-center grooves.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean masonry and siding only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair masonry walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- If repairs to the CMU wing walls/privacy screens are required, improvement to their structural integrity may be necessary. Any rebuilding of walls should match the appearance of the originals.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint coating systems are extremely important for CMUs due their porous nature.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the CMUs or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

Originally the buildings had low-pitched (2:12) built-up gable roofs with generous overhanging eaves that formed a distinctive prow on the gable end and sheltered the restroom entrances below. The roofs have been replaced with more steeply pitched gable roofs (6:12) and are covered in asphalt shingles or composite shake shingles. The roofs of the Type C Comfort Stations are built over tongue-and-groove decking. They have exposed rafter ends and soffits covered in tongue-and-groove siding.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Subtype C1 Comfort Station

One Subtype C1 Comfort Station was built in Prince William Forest Park as part of the park's Mission 66 improvements to the Oak Ridge Campground. The Subtype C1 Comfort Station has similar features as the Type C Comfort Stations except that it includes shower facilities. In addition, the central utility area divides the building longitudinally rather than along the transverse axis. As a result, the entrances to each respective restroom are on opposite sides of the building.

The Subtype C1 Comfort Station is a one-story, gable-roof building with rectangular massing. The building provides men's and women's restroom areas that are separated by a central, narrow mechanical/utility area (or plumbing chase), which also provides storage space. On one end of the utility area is a small enclosed utility sink closet. The utility area and closet are accessed through centered doors on the gable ends. The entrances to the restrooms are located near the corners of the building's front and rear elevations.

The Type C1 Comfort Station sits on a slab-on-grade foundation with concrete footings. The walls of the building are constructed of stacked 4-inch concrete masonry units (CMUs) capped with segmented cast concrete sills. The upper quarter of the walls, which also contain the building's windows, are constructed of wood framing clad in T1-11 plywood siding. Originally the building had a low-pitched (2:12) built-up roof with generous overhanging eaves. Similar to the Type C Comfort



Figure 50. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, front and side elevations. Note: modified roof pitch.

Stations, the roof has been replaced with a more steeply pitched gable roof with asphalt shingles. The roof is built over tongue-and-groove decking and has exposed rafters and a tongue-and-groove soffit. L-shaped privacy screens, also constructed of CMUs, are attached to the building adjacent to the restroom entrances. The building is symmetrically fenestrated by horizontal two-light sliding windows that are located directly below the roof. Originally the windows were likely wood sash, but they have been replaced with vinyl sash. The doors are single-leaf flat profile metal doors.

On the interior, the women's restroom holds two sinks, two toilet stalls, and two showers, while the men's restroom has two sinks, one toilet stall, one urinal, and two showers. The rafters and tongue-and-grove roof decking are exposed on the ceilings of the building.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Mechanical/utility area and small utility sink closet accessible from the exterior of building
- CMU construction and exterior walls with cast concrete sills
- Wood-frame and 8-inch on-center T1-11 plywood siding on upper quarter of the building
- Low-pitched built-up gable roof with prow overhang (altered)
- T1-11 siding in gable ends
- Overhanging eaves with exposed rafters and tongue-and-groove siding on soffit
- External CMU privacy screens to restroom entrances
- Single-leaf, flat profile doors
- Horizontal windows, located below the roof eaves

BUILDING INTERIOR

- Original interior floor plan with women's and men's restrooms and showers separated longitudinally by a plumbing chase/utility area and small utility sink closet
- Exposed rafters and tongue-and-groove ceiling

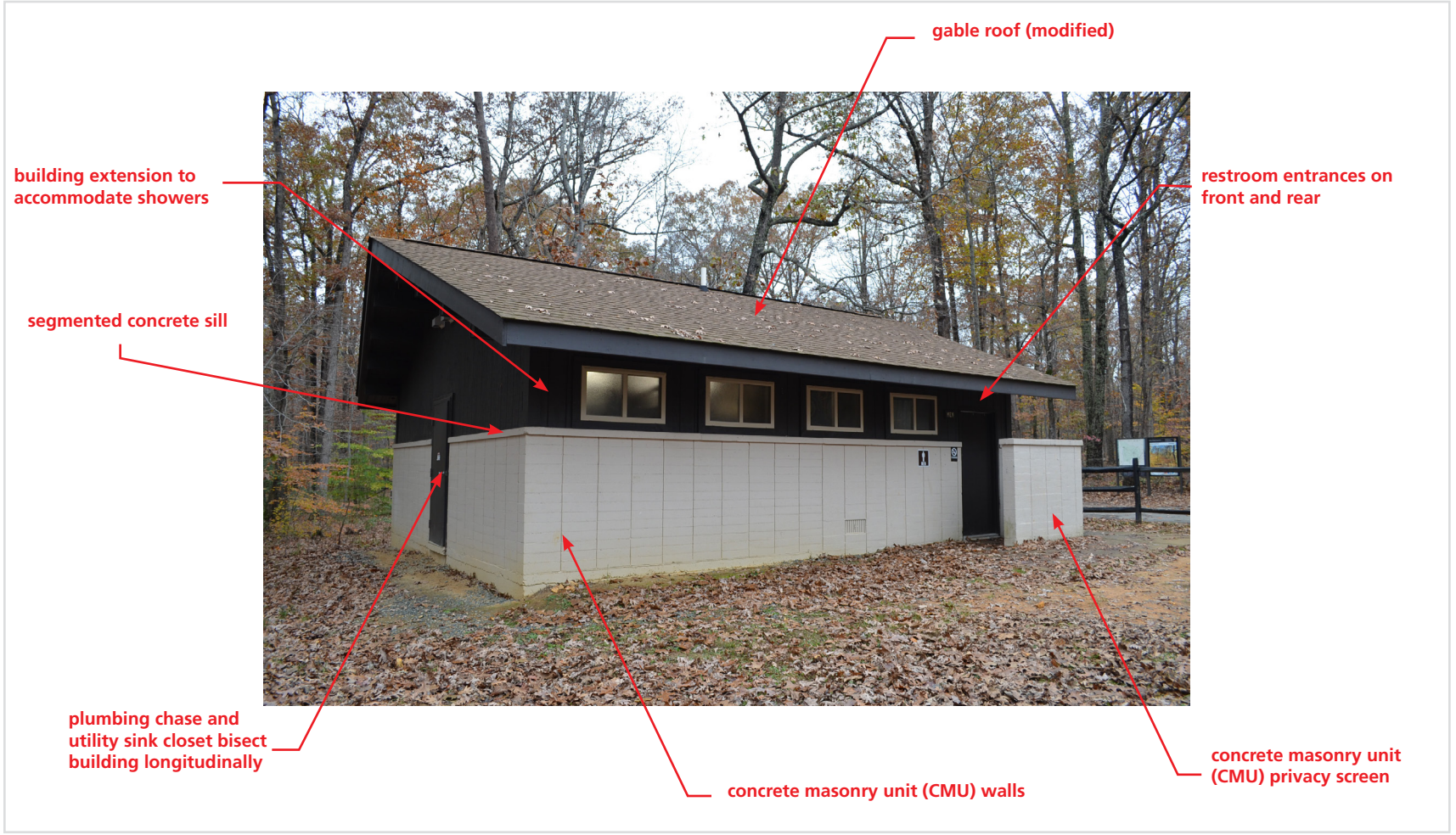


Figure 51. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, front and side elevations. Note: modified roof pitch.



Figure 52. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, front and side elevations. Note: modified roof pitch.



Figure 53. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, side elevation. Note: modified roof pitch.



Figure 54. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, side elevation. Note: modified roof pitch.



Figure 55. Subtype C1 Comfort Station, Loop B, Oak Ridge Campground Prince William Forest Park, rear and side elevations. Note: modified roof pitch.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

The Subtype C1 Comfort Station sits on a concrete slab-on-grade foundation with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The original windows of the building likely consisted of one-light wood-sash awning and one-light wood-sash fixed windows. The windows have been replaced with two-light horizontal vinyl-sash sliding windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The Subtype C1 Comfort Station has flat profile metal doors. It is unclear if the doors were originally metal or if they have been replaced.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The exterior of the Subtype C1 Comfort Station consists of stacked 4-inch CMUs. The wood-frame walls above the CMUs are clad in 8-inch on-center T1-11 siding.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean masonry and siding only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair masonry walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- If repairs to the CMU wing walls/privacy screens are required, improvement to their structural integrity may be necessary. Any rebuilding of walls should match the appearance of the originals.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint coating systems are extremely important for CMUs due their porous nature.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the CMUs or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

The roof of the Subtype C1 Comfort Station is a gable roof built over tongue-and-groove decking with exposed rafter tails and a tongue-and-groove soffit. Originally the building had a low-pitched built-up gable roof, likely covered in tar and gravel. Currently the roof is covered in asphalt shingles.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Type D Comfort Stations

Type D Comfort Stations are the most common Mission 66 comfort stations built in the National Capital Region and were constructed following the Mission 66 standardized plans for this building type. The National Park Service erected at least 15 Type D Comfort Stations in the National Capital Region between 1965 and 1970. Several parks have more than one Type D Comfort Stations, built as part of campgrounds or large picnic areas. The National Park Service built two standardized types of the Type D Comfort Station in the National Capital Region: the "Picnic Type" and the "Campground Type."



Figure 56. Illustration of a Type D Comfort Station at Turkey Run Park, George Washington Memorial Parkway (1963).

Type D Comfort Stations are one-story buildings with rectangular massing consisting of men's and women's restroom areas that are separated by a central, narrow mechanical/utility room (or plumbing chase), which also provides storage space. Differentiating the Campground from the "Picnic Type" comfort stations is the inclusion of a small, separate utility sink closet in the "Campground Type" comfort stations that is accessed from the exterior of the building opposite the plumbing chase.

Type D Comfort Stations sit on slab-on-grade foundations with concrete footings and are constructed of stacked, 8-inch concrete masonry units (CMUs). Rectangular evenly spaced metal vents pierce the walls near the buildings' foundations. Capping the buildings are low-pitched (1½:12) built-up gable roofs with generous overhanging eaves that come to a distinctive point or prow on the gable ends, sheltering the entrances to the

restrooms below. The roofs are built over tongue-and-groove decking and have open cornices with exposed rafter tails and tongue-and-groove soffits. Originally the buildings lacked gutters and downspouts, however, in some instances drainage systems have been added to the buildings. Cladding in the gable ends of the buildings consists of T1-11 plywood siding. L-shaped privacy screens or wing walls, also constructed of CMUs, are attached to buildings adjacent to the restroom entrances. The mechanical/utility rooms and utility sink closets (only in "Campground Type") are accessed through single-leaf flat profile doors centered on the front and rear elevations of the buildings. The doors to the restrooms are also single-leaf flat-profile doors. Ribbon windows, consisting of horizontal one-light wood-sash awning windows or one-light fixed wood-sash windows, are located directly below the roofs. Below the windows are segmented cast concrete sills that cap the CMU walls of the buildings.

On the interior of the buildings, each women's restroom typically holds three toilet stalls and two sinks, while each men's restroom has two toilet stalls, one urinal, and two sinks. The rafters and tongue-and-grove roof decking are exposed on the ceilings of the buildings.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Mechanical/utility area and small utility sink closet ("Campground Type" only) accessible from exterior of building
- CMU construction and exterior walls with segmented cast concrete sills
- Low-pitched built-up gable roof with prow overhang
- 4-inch on-center T1-11 plywood siding in gable ends
- Overhanging eaves with open cornices, exposed rafter tails, tongue-and-groove soffits, and prow roof overhang above the restroom entrances
- External CMU privacy screens adjacent to restroom entrances, capped with segmented cast concrete sills
- Single-leaf flat profile doors
- Ribbons of horizontal one-light awning or fixed windows, located below the roof eaves

BUILDING INTERIOR

- Original interior floor plan with women's and men's restrooms separated by a plumbing chase/utility area and small utility sink closet (Campground Type only)
- Exposed rafters and tongue-and-groove ceiling

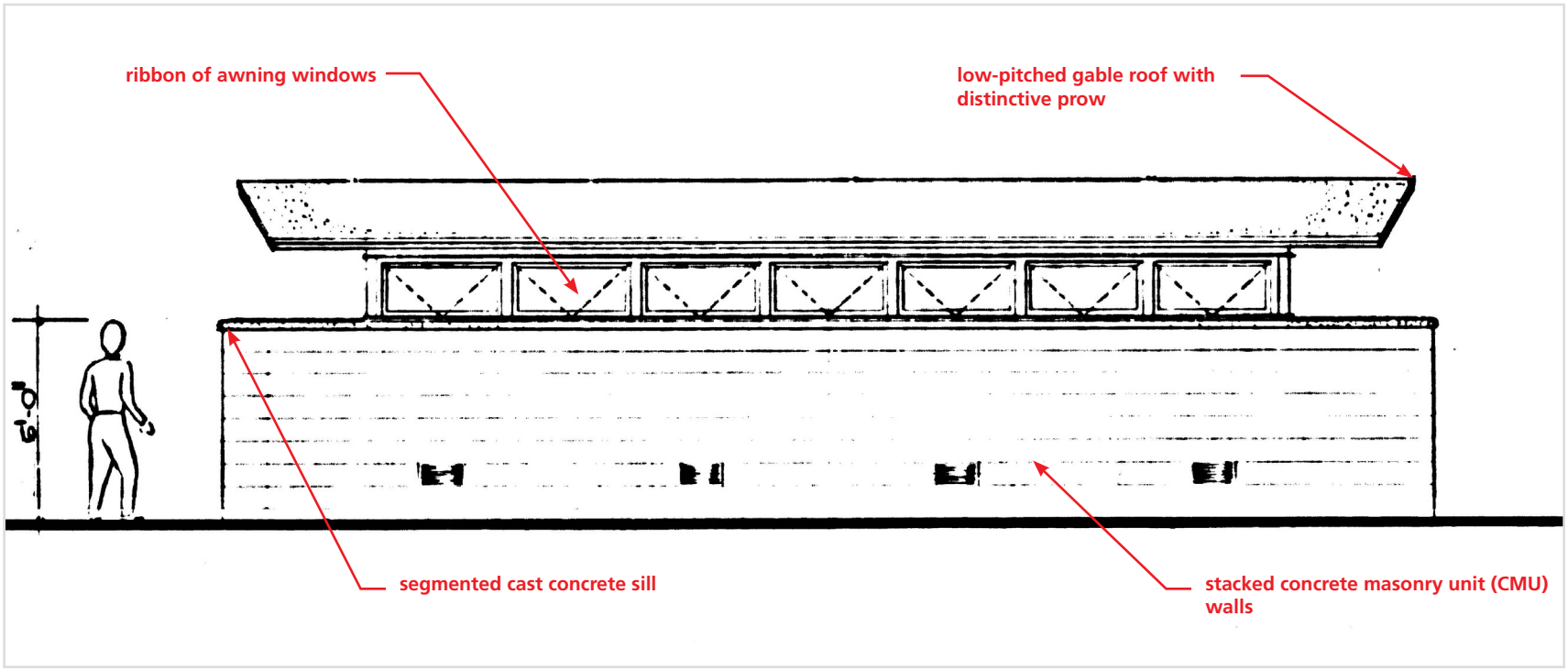


Figure 57. Type D "Picnic" Comfort Station, front elevation (Turkey Run Park, George Washington Memorial Parkway, 1963).

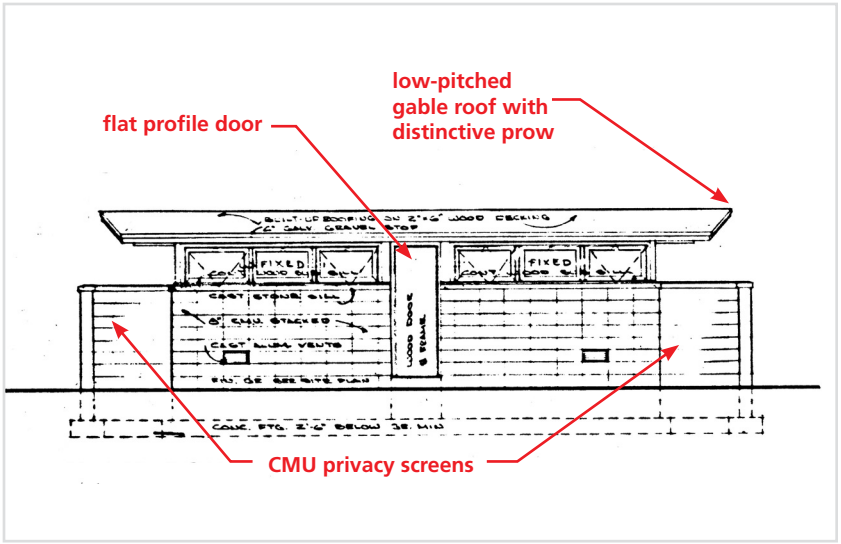


Figure 58. Type D "Picnic" Comfort Station, rear elevation (Fort Dupont, National Capital Parks-East, 1966).

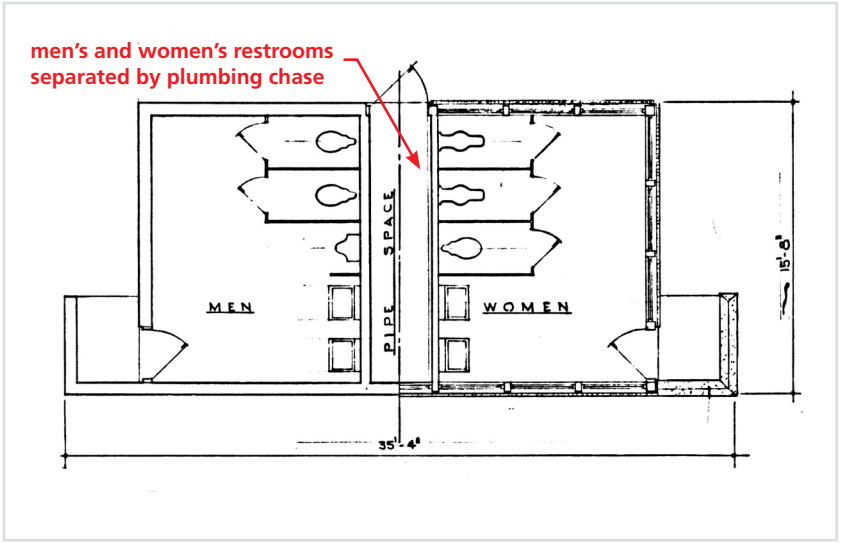


Figure 59. Type D"Picnic" Comfort Station, floor plan (Turkey Run, George Washington Memorial Parkway, 1963).

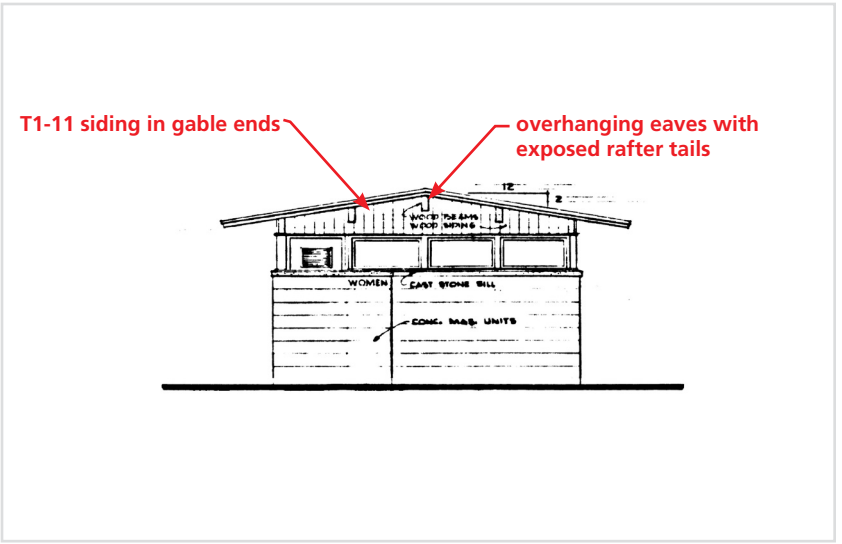


Figure 60. Type D "Picnic" or "Campground" Comfort Station, side elevation (Turkey Run, George Washington Memorial Parkway, 1963). Note: other side elevation is opposite.

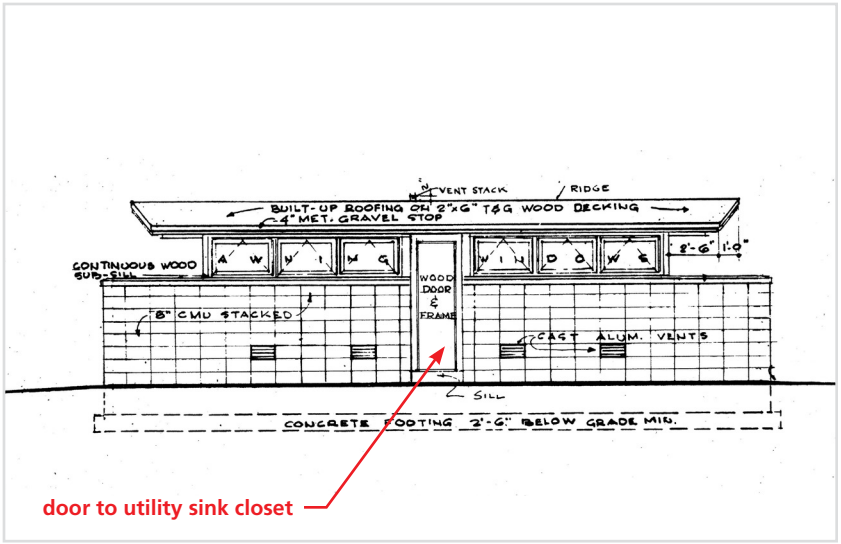


Figure 61. Type D "Campground" Comfort Station, front elevation (Fort Dupont and Fort Mahan, National Capital Parks-East, 1971).

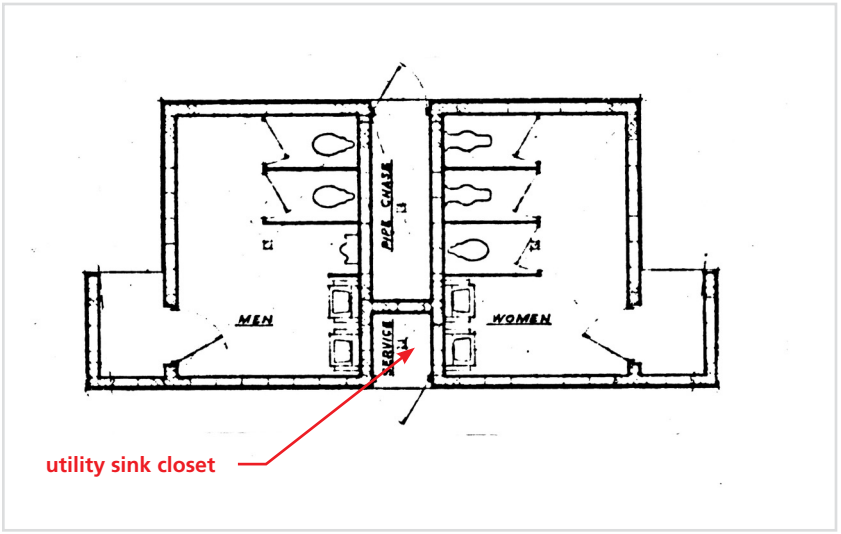


Figure 63. Type D "Campground" Comfort Station, floor plan (Turkey Run Ridge Campground, Prince William Forest Park, 1962).

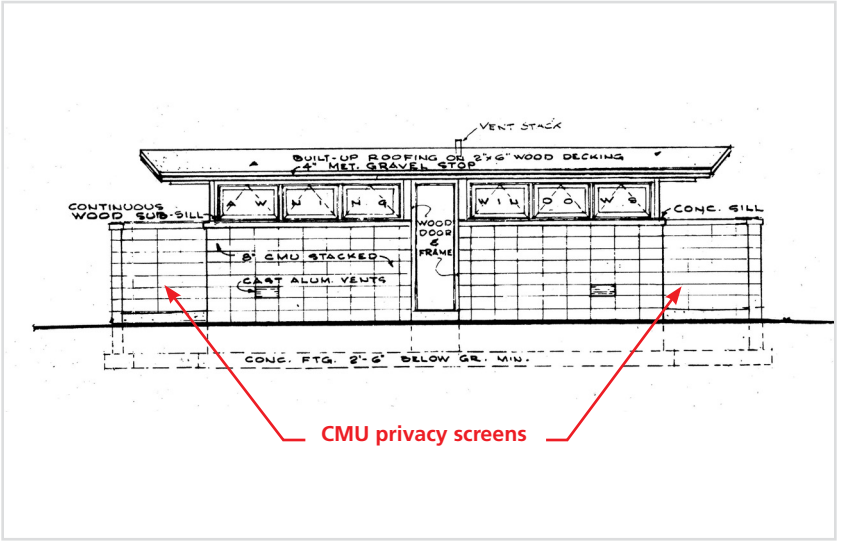


Figure 62. Type D "Campground" Comfort Station, rear elevation (Fort Dupont and Fort Mahan, National Capital Parks-East, 1971).



Figure 64. Type D "Campground" Comfort Station, Loop D, Greenbelt Park, National Capital Parks East, front elevation. Note: added gutter and downspout.



Figure 65. Type D "Campground" Comfort Station, Laurel Picnic Area, Greenbelt Park, National Capital Parks East, rear and side elevations. Note: the building was demolished and reconstructed.



Figure 66. Type D "Campground" Comfort Station, Loop D, Greenbelt Park, National Capital Parks East, rear and side elevations.



Figure 67. Type D "Picnic" Comfort Station, Sweetgum Picnic Area, Greenbelt Park, National Capital Parks East, front and side elevations. Note: added gutter and downspout.



Figure 68. Type D "Campground" Comfort Station, Laurel Picnic Area, Greenbelt Park, National Capital Parks East, detail of roof overhang and windows. Note: the building was demolished and reconstructed.



Figure 69. Type D "Picnic" Comfort Station, Ridge Picnic Area, Fort Dupont, National Capital Parks-East, front elevation.



Figure 70. Type D "Campground" Comfort Station, Randle Circle Picnic Area, Fort Dupont, National Capital Parks-East, front and side elevations.



Figure 71. Type D "Picnic" Comfort Station, Picnic Area B, Fort Hunt Park, George Washington Memorial Parkway, rear and side elevations.



Figure 72. Type D "Picnic" Comfort Station, Picnic Area B, Fort Hunt Park, George Washington Memorial Parkway, front elevation.



Figure 73. Type D "Picnic" Comfort Station, Picnic Area E, Fort Hunt Park, George Washington Memorial Parkway, rear and side elevations.



Figure 74. Type D "Picnic" Comfort Station, Picnic Area E, Fort Hunt Park, George Washington Memorial Parkway, front elevation.



Figure 75. Type D "Campground" Comfort Station, Owens Creek Campground, Catoctin Mountain Park, front elevation.



Figure 76. Type D "Campground" Comfort Station, Owens Creek Campground, Catoctin Mountain Park, rear elevation.



Figure 77. Type D "Campground" Comfort Station, Chestnut Picnic Area, Catoctin Mountain Park, side and rear elevations. Note: modified privacy screen and ramp.



Figure 78. Type D "Campground" Comfort Station, Chestnut Picnic Area, Catoctin Mountain Park, front and side elevations. Note: modified privacy screen and the addition of gutter and downspout.



Figure 79. Type D "Picnic" Comfort Station, Area B, Turkey Run Park, George Washington Memorial Parkway, front and side elevations.



Figure 80. Type D "Picnic" Comfort Station, Area A, Turkey Run Park, George Washington Memorial Parkway, rear and side elevations.



Figure 81. Type D "Picnic" Comfort Station, between area C-1 and C-2, Turkey Run Park, George Washington Memorial Parkway, front and side elevations.



Figure 82. Type D "Picnic" Comfort Station, between area C-1 and C-2, Turkey Run Park, George Washington Memorial Parkway, side elevation.



Figure 83. Type D "Picnic" Comfort Station, Great Falls Park, George Washington Memorial Parkway, rear elevation.



Figure 84. Type D "Picnic" Comfort Station, Great Falls Park, George Washington Memorial Parkway, side elevation.



Figure 85. Type D "Picnic" Comfort Station, Brightwood Recreation Center, Rock Creek Park, front elevation.



Figure 86. Type D "Picnic" Comfort Station, Brightwood Recreation Center, Rock Creek Park, side and rear elevations.



Figure 87. Type D "Picnic" Comfort Station, East, Carderock Pavilion, Chesapeake and Ohio Canal National Historical Park, front and side elevations.



Figure 89. Type D "Picnic" Comfort Station, West, Carderock Pavilion, Chesapeake and Ohio Canal National Historical Park, rear and side elevations.



Figure 88. Type D "Picnic" Comfort Station, East, Carderock Pavilion, Chesapeake and Ohio Canal National Historical Park, rear and side elevations.



Figure 90. Type D "Picnic" Comfort Station, West, Carderock Pavilion, Chesapeake and Ohio Canal National Historical Park, rear and side elevations.



Figure 91. Type D "Campground" Comfort Station, Turkey Run Ridge Campground, Prince William Forest Park, rear and side elevations. Note: modified roof pitch.



Figure 92. Type D "Campground" Comfort Station, Turkey Run Ridge Campground, Prince William Forest Park, side elevation. Note: modified roof pitch.



Figure 93. Type D "Campground" Comfort Station, Turkey Run Ridge Campground, Prince William Forest Park, rear and side elevations. Note: modified roof pitch.



Figure 94. Type D "Campground" Comfort Station, Turkey Run Ridge Campground, Prince William Forest Park,front elevation. Note: modified roof pitch.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Type D Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The windows of Type D Comfort Stations are one-light wood-sash awning and one-light wood-sash fixed ribbon windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

Doors indicated in the original plans for the Type D Comfort Stations differed by location. Plans specified flat profile wood doors or metal doors with louvered vents. The majority of the buildings currently have flat profile metal doors. It is unclear if the doors have been replaced.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The exterior of Type D Comfort Stations consist of stacked, painted CMUs. The walls are capped with cast concrete that serve as the sills of the windows. The gable ends are covered in 4-inch on-center T1-11 siding.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean masonry and siding only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair masonry walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- If repairs to the CMU wing walls/privacy screens are required, improvement to their structural integrity may be necessary. Any rebuilding of walls should match the appearance of the originals.
- Inspect painted masonry surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint coating systems are extremely important for CMUs due their porous nature.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the CMUs or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

The roofs of the Type D Comfort Stations are 1½:12 low-pitched built-up gable roofs built over tongue-and-groove decking. The roofs feature wide overhanging eaves, exposed rafter tails, and tongue-and-groove soffits. The original drawings for the Type D Comfort Stations indicate that the roofs were covered in tar and gravel, however, they are currently covered in asphalt. In some instances, vents have been added to the roof. The roof pitch of the Turkey Run Campground comfort station at Prince William Forest Park has been modified and is covered with asphalt shingles.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

Subtype D1 Comfort Stations

Subtype D1 Comfort Stations are identical to the standardized Type D "Campground Type" Comfort Stations, with the exception that the buildings are larger to accommodate showers on the gable ends of the buildings. As such, the entrances to the restrooms are on the front elevations of the buildings and not on the gable ends and the ribbon windows do not extend across the entire facade. Since these buildings were designed for campgrounds, Subtype D1 Comfort Stations also have small utility sink closets, accessible through a door located on the same elevation as the restroom entrances. At least two of this subtype were constructed in the National Capital Region, one in the Owens Creek Campground at Catoctin Mountain Park and one at the Greenbelt Park Campground.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Entrances to restrooms on front of building
- Mechanical/utility area and small utility sink closet accessible from front of building
- CMU construction and exterior walls with segmented cast concrete sills
- 4-inch on-center T1-11 plywood siding above CMUs
- Low-pitched built-up gable roof with prow overhang
- 4-inch on-center T1-11 plywood siding in gable ends
- Overhanging eaves with open cornices, tongue-and-groove soffits, and exposed rafter tails
- External CMU privacy screens to restroom entrances
- Single-leaf flat profile doors
- Ribbons of horizontal one-light wood-sash awning and one-light fixed windows located below the roof eaves

- **BUILDING INTERIOR**
- Original interior floor plan with women's and men's restrooms and showers separated by a plumbing chase/utility area and small utility sink closet
- Exposed rafters and tongue-and-groove ceiling



Figure 95. Subtype D1 Comfort Station, Owens Creek Campground, Catoctin Mountain Park, front elevation.



Figure 96. Subtype D1 Comfort Station, Owens Creek Campground, Catoctin Mountain, front elevation.



Figure 97. Subtype D1 Comfort Station, Owens Creek Campground, Catoctin Mountain Park, rear and side elevations.



Figure 98. Subtype D1 Comfort Station, Campground D, Greenbelt Park Campground, National Capital Parks-East,front and side elevations.



Figure 99. Subtype D1 Comfort Station, Campground D, Greenbelt Park Campground, National Capital Parks-East, rear and side elevations.



Figure 100. Subtype D1 Comfort Station, Campground D, Greenbelt Park Campground, National Capital Parks-East, side elevation.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Subtype D1 Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The windows of Subtype D1 Comfort Stations are one-light wood-sash awning and one-light wood-sash fixed ribbon windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking and installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The Subtype D1 Comfort Stations have flat profile metal doors. It is unclear if the doors were originally flat profile wood or metal doors and if they have been replaced.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The exteriors of Subtype D1 Comfort Stations consist of stacked, painted CMUs. The walls are capped with cast concrete that serve as the sills for the windows above. Above the CMUs, walls that are unfenestrated are clad in 4-inch on-center T1-11 plywood siding.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean masonry and siding only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair masonry walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- If repairs to the CMU wing walls/privacy screens are required, improvement to their structural integrity may be necessary. Any rebuilding of walls should match the appearance of the originals.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint coating systems are extremely important for CMUs due their porous nature.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the CMUs or siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

Subtype D1 Comfort Stations have 1½:12 low-pitched built-up gable roofs over tongue-and-groove decking. The roofs are covered in asphalt and feature overhanging open eaves with exposed rafter tails and tongue-and-groove soffits. Vents have been added to the roofs.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING AND SIGNAGE

Exterior Lighting

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

Signage

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

Type E Comfort Stations

The Fort Hunt Park Shelter and Comfort Station (also known as the Fort Hunt Pavilion) is a dominant feature in the park. Representative of Mission 66 design, the building, which was constructed in 1964, accomplishes multiple functions with an auditorium/ stage, picnic area, and comfort station all in one building.

The one-story building generally has a rectangular plan with dressing rooms and a stage on one end (east) and the auditorium in the center. A double-sided fireplace divides the auditorium from the picnic area, located on the opposite (west) end of the building from the stage. The public restrooms are adjacent to the picnic area and are located underneath the cross gable on the north elevation of the building.



Figure 101. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, north elevation.

The Fort Hunt Park Shelter and Comfort Station sits on a slab-on-grade foundation with concrete footings. The building is sheltered by a prominent 4 ½ :12 cross-gable, asphalt-shingle roof with wide overhanging eaves and exposed roof trusses. The massive brick chimney of the double-sided fireplace pierces the roof near the west end of the building. Three open bays supported by squared wood posts on concrete bases are located in the center of the building at the location of the auditorium. The west and east ends of the building are bordered by low brick knee walls capped with a concrete sill. Above the wall are evenly spaced 2-inch x 8-inch vertical wood beams that create privacy screens. The comfort station is clad in horizontal bevel siding and the dressing room end of the building is clad

in a combination of bevel and vertical wood siding. One-light wood-sash hopper windows light the dressing room section of the building.

Originally visitors entered the comfort station on its south elevation, from a passageway that separates the shelter and the comfort station sections of the building. In 1995 the comfort station section of the building was expanded to the north. Visitors now enter the comfort station from a recessed entrance located in the center of the north elevation. Thus, the original fenestration of the comfort station has been altered and its original siding, windows, and doors have been replaced.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Multi-functional building with stage, dressing rooms, auditorium, picnic area, and comfort station
- Cross gable roof with overhanging eaves and exposed roof trusses
- Large interior brick chimney and double-sided fireplace
- Low brick knee walls capped with concrete
- Square posts on concrete bases
- 2-inch x 8-inch vertical wood beam privacy screens
- Horizontal bevel siding on comfort station
- One-light horizontal windows

BUILDING INTERIOR

- Original interior floor plan of shelter with dressing rooms/stage, auditorium, and picnic area

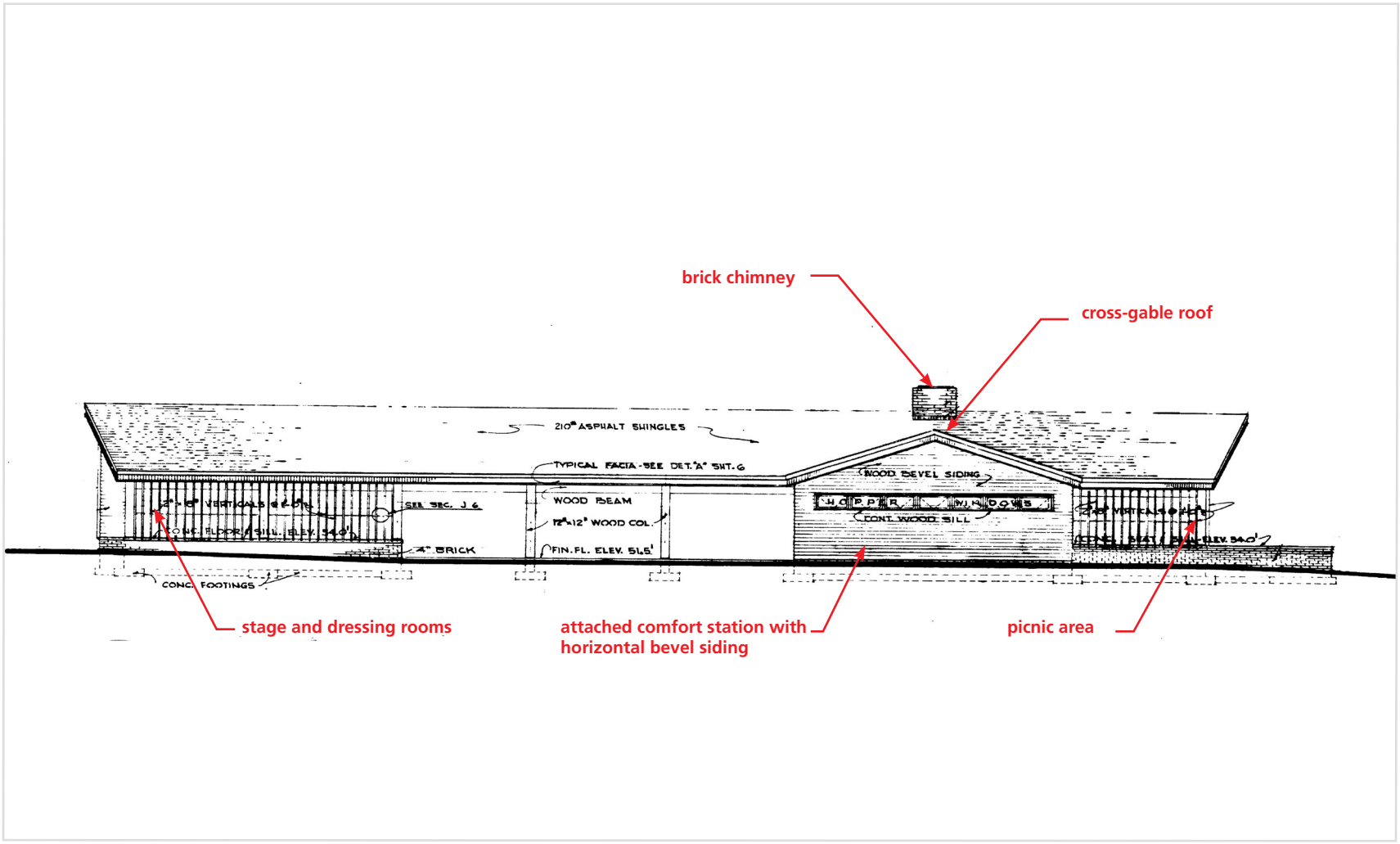


Figure 102. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, north elevation (1963).

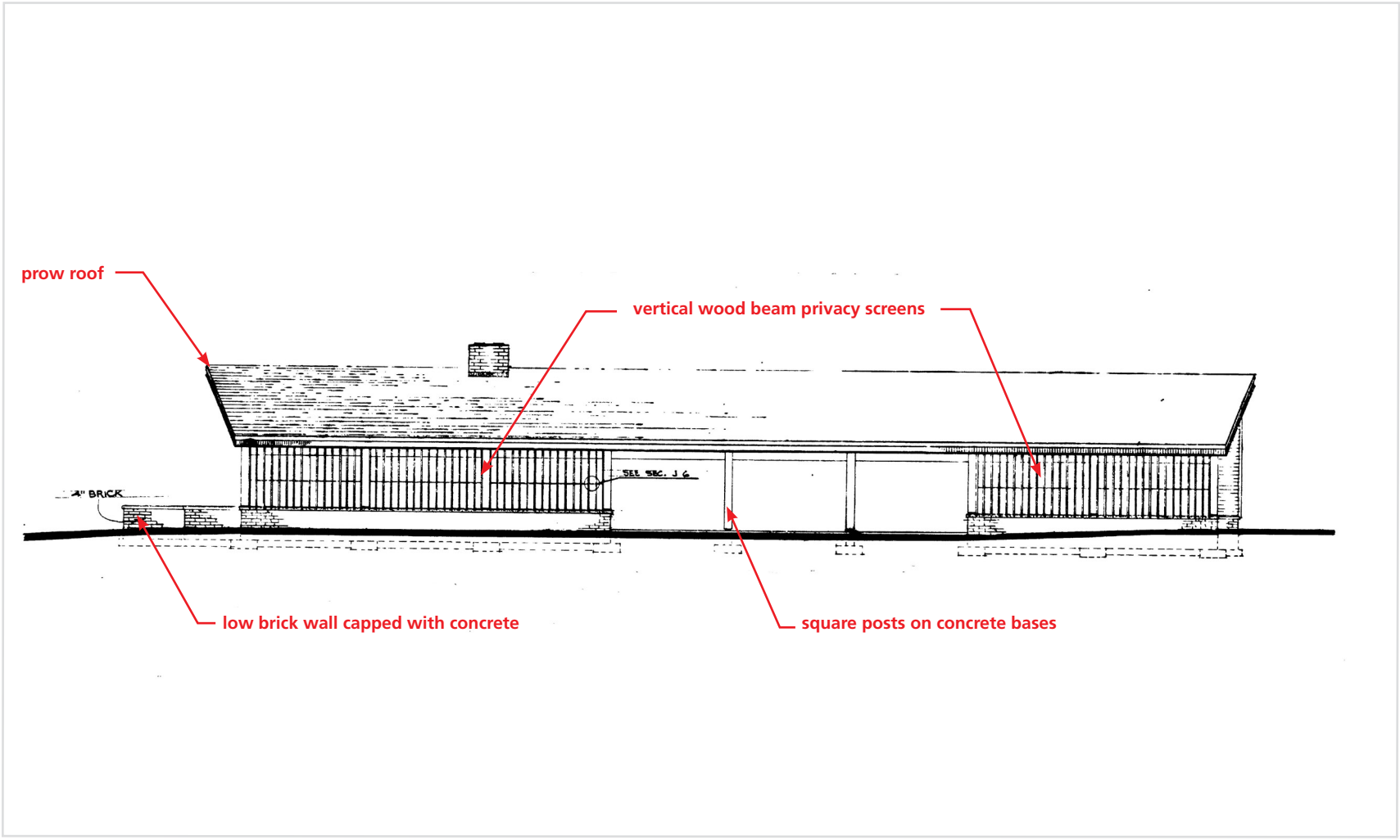


Figure 103. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, south elevation (1963).

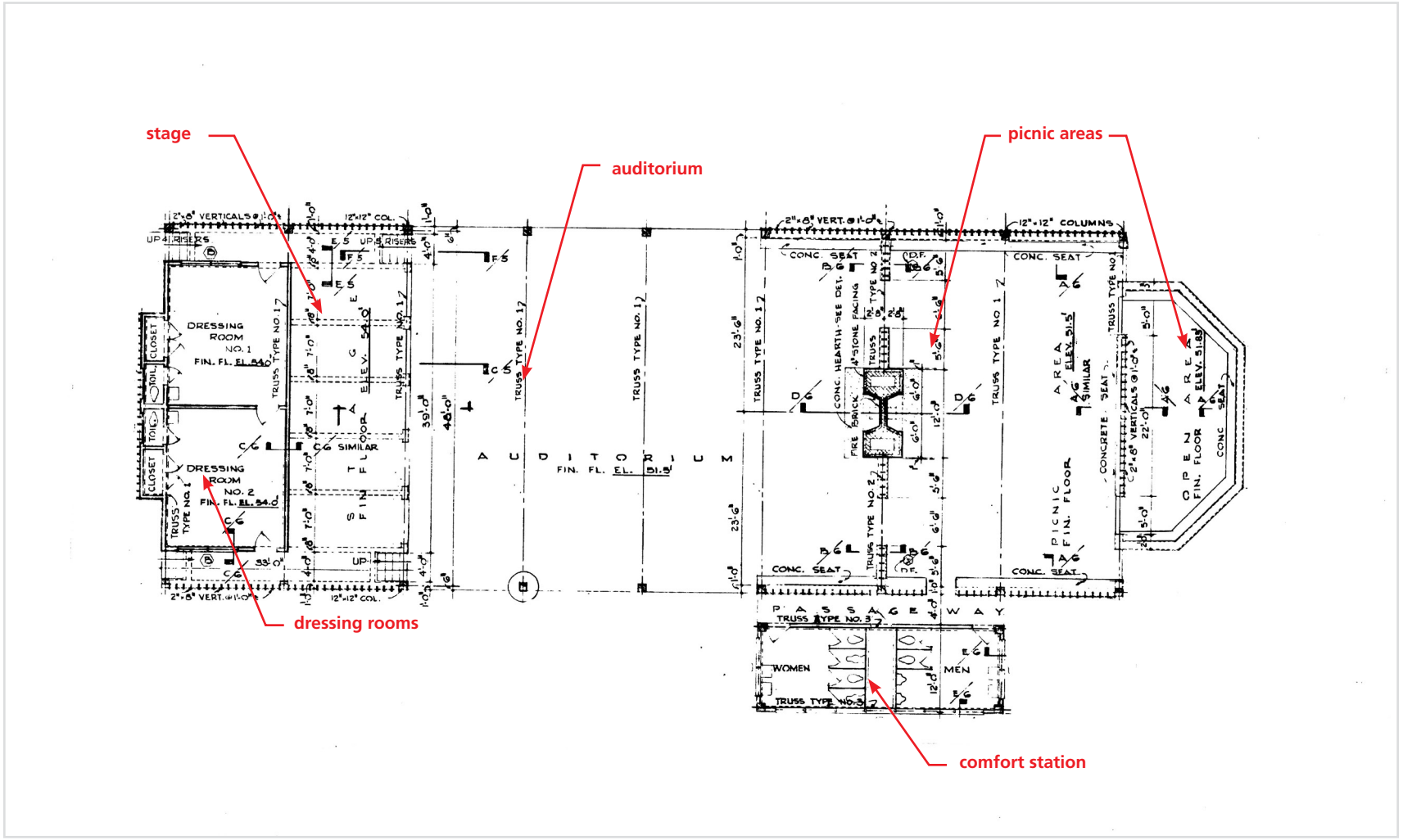


Figure 104. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, floor plan (1963).

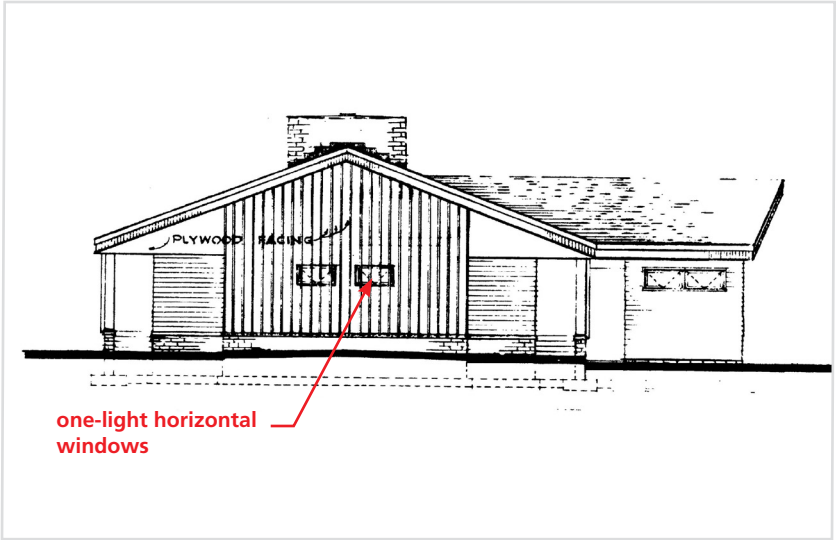


Figure 105. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, east elevation (1963).

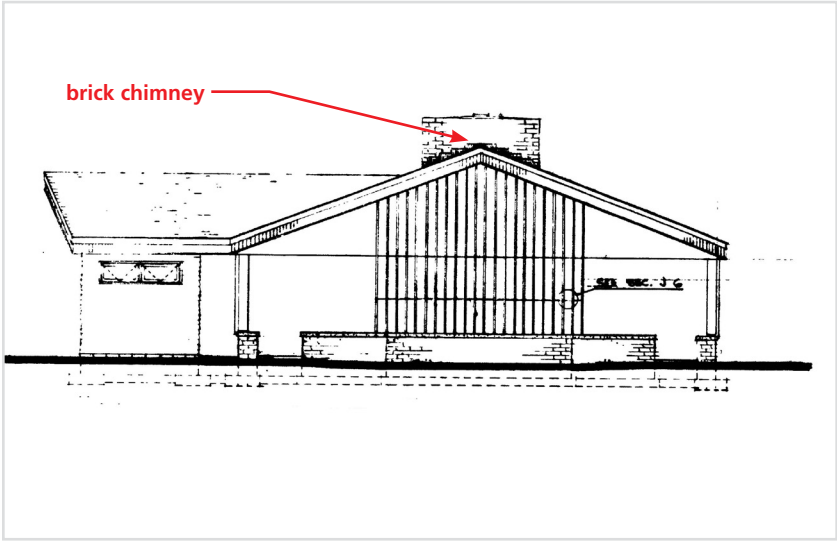


Figure 106. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, west elevation (1963).



Figure 107. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, east elevation of comfort station.



Figure 108. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, west elevation of comfort station.



Figure 109. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, west and south elevations.



Figure 110. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, picnic area, west elevation.



Figure 111. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, south elevation.



Figure 112. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, east elevation.



Figure 113. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, view of stage.



Figure 114. Fort Hunt Picnic Shelter and Comfort Station, George Washington Memorial Parkway, auditorium looking west toward picnic area.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the *Secretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

The Type E Comfort Station sits on a concrete slab-on-grade foundation with concrete footings. A low brick wall with a concrete cap borders the east and west ends of the building.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The original windows of the building are one-light wood-sash awning. The windows in the comfort station have been replaced with one-light vinyl-sash casement windows.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The original doors of the building are unknown. Currently the doors are flat profile metal doors.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The Type E Comfort Station has a combination of vertical and bevel wood siding and brick knee walls.

Exterior Materials Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean brick only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair brick walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint coating systems are extremely important for CMUs due their porous nature.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Materials Replacement

- If a portion of the siding is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

The Type E Comfort Station has a 4 ½:12 cross gable asphalt-shingle roof with overhanging eaves and exposed roof trusses. The building lacks gutters and downspouts.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged and/or deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated and/or replaced. These signs can be replaced with appropriate NPS signage as needed.

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Type F Comfort Stations

Type F Comfort Stations were built in National Capital Region parks during in the Parkscape period of the Mission 66 program, all around 1972. Of the four Type F Comfort Stations, three were built in parks that are part of George Washington Memorial Parkway, which experienced several Mission 66 improvements including the completion of the northern portion of the parkway. The National Park Service erected an additional Type F Comfort Station at Buzzard Point (scheduled for demolition), located in Washington, DC, and part of National Capital Parks – East. Type F Comfort Stations in the National Capital Region were all built to improve marinas and in addition to men's and women's restrooms they originally provided showers and utility sinks.



Figure 115. Type F Comfort Station, Belle Haven Marina, George Washington Memorial Parkway, side and rear elevations.

Type F Comfort Stations are one-story rectangular buildings with flat roofs. Compared to other Mission 66-era comfort stations in the National Capital Region, the floor plan of Type F Comfort Stations is more complex. The women's and men's restrooms are roughly L-shaped in plan and the entrances to the restrooms are recessed on the shorter, side elevation of the building, creating privacy screens within the building's footprint. The restrooms are separated by a central T-shaped area that contains the plumbing chase, showers, and utility area. The central plumbing chase separates the toilet areas of the restrooms and is accessed from the rear elevation of the building. At the end of the plumbing chase are two small showers, accessed from their respective restrooms. Abutting the showers

is a separate utility area and utility sink closet, accessed from the front elevation of the building.

Type F Comfort Stations sit on slab-on-grade concrete foundations with concrete footings and the walls are constructed of stacked 8" CMUs. Horizontal rows of metal vents pierce the walls near the buildings' foundations. The flat built-up roofs lack eaves and are finished with steel channel fascias. The buildings are symmetrically fenestrated by metal doors with flat profiles and horizontal aluminum-sash sliding windows. A central single door leads to the plumbing chase on the rear elevation of the Type F Comfort Station. On the front elevation of the Type F Comfort Station is a centered double-leaf door that leads to the utility area. Single-leaf doors flank the central door, with the right door leading to the utility sink closet and the left door also leading to the utility area. On each side of the doors is a water fountain. Adjacent to the doors on the front and rear elevations are paired horizontal two-light aluminum sash sliding windows placed high on the wall. Similar windows are located on the recessed entrances to the restrooms. Aluminum sunscreens are located above the windows on the front and rear elevations.

On the interior, each women's restroom typically holds four toilet stalls, three sinks, and a single shower, while each men's restroom has two toilet stalls, two urinals, three sinks, and a single shower. In most instances the shower has been replaced with a single toilet stall.

CHARACTER-DEFINING FEATURES

BUILDING EXTERIOR

- One story
- Rectangular massing
- Poured slab-on-grade foundation
- Stacked CMU construction and exterior walls
- Flat roof with steel channel fascia
- Recessed entrances to restrooms that create privacy screens within existing building footprint
- Symmetrical fenestration
- Flat profile metal doors
- Horizontal two-light aluminum sash sliding windows with sunscreens
- Drinking fountains on exterior of the building, flanking the utility area

BUILDING INTERIOR

- Original interior floor plan with restrooms separated by plumbing chase; showers, utility area, and service sink located on opposite end

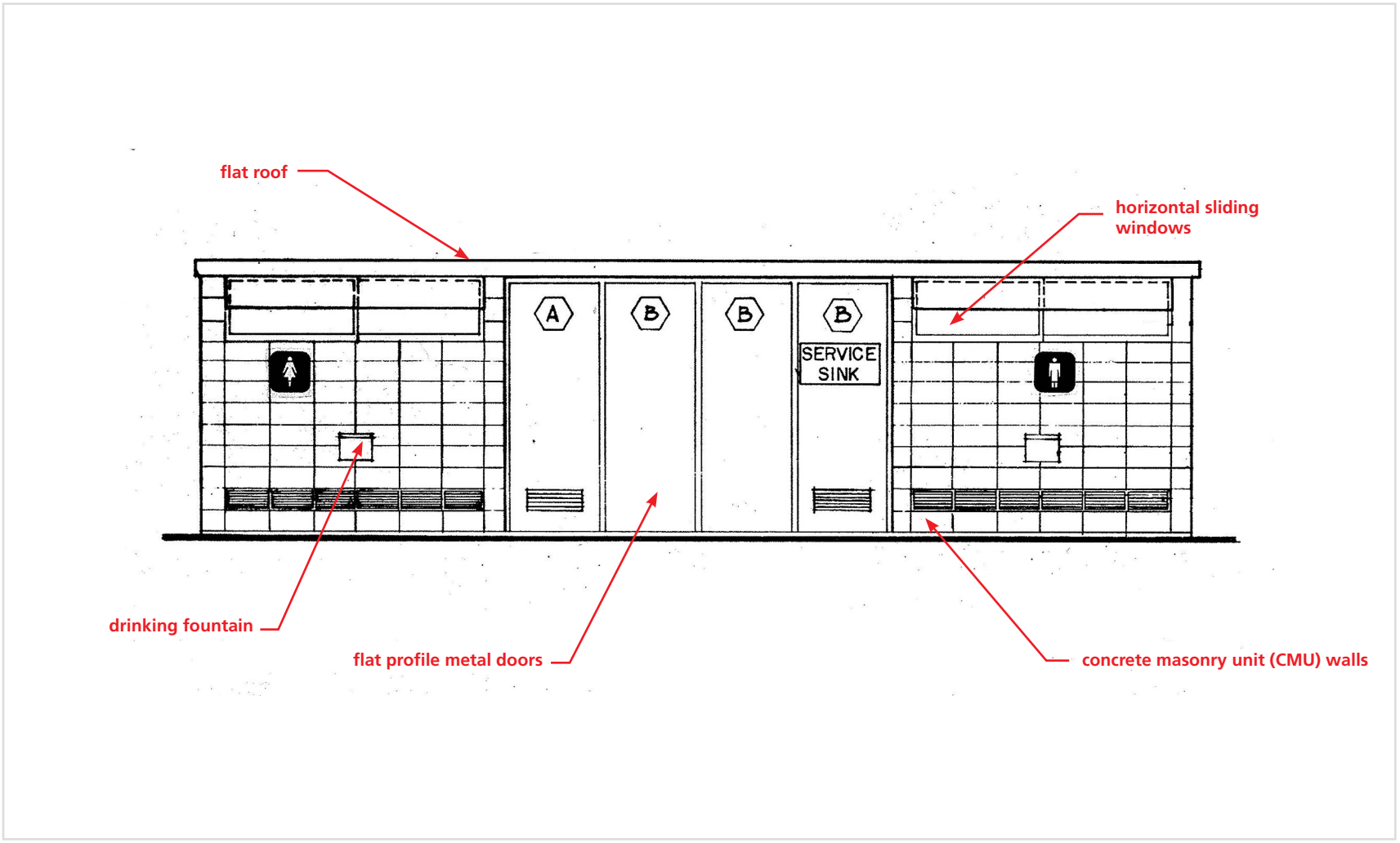


Figure 116. Type F Comfort Station, front elevation (Buzzard Point, National Capital Parks-East, 1972).

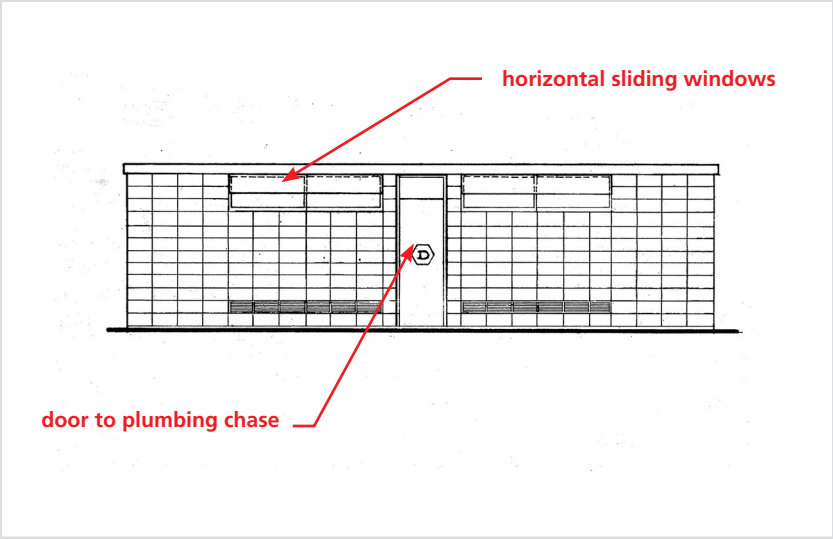


Figure 117. Type F Comfort Station, rear elevation (Buzzard Point, National Capital Parks-East, 1972).

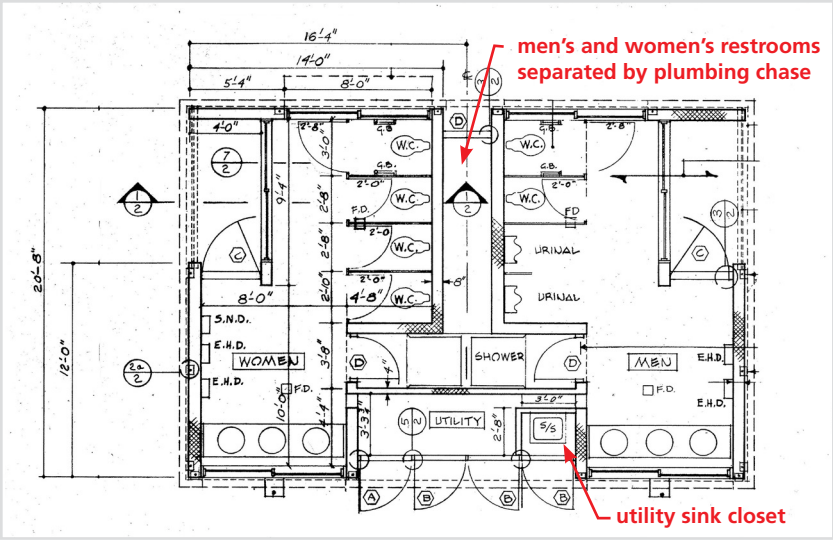


Figure 118. Type F Comfort Station, floor plan (Buzzard Point, National Capital Parks-East, 1972).

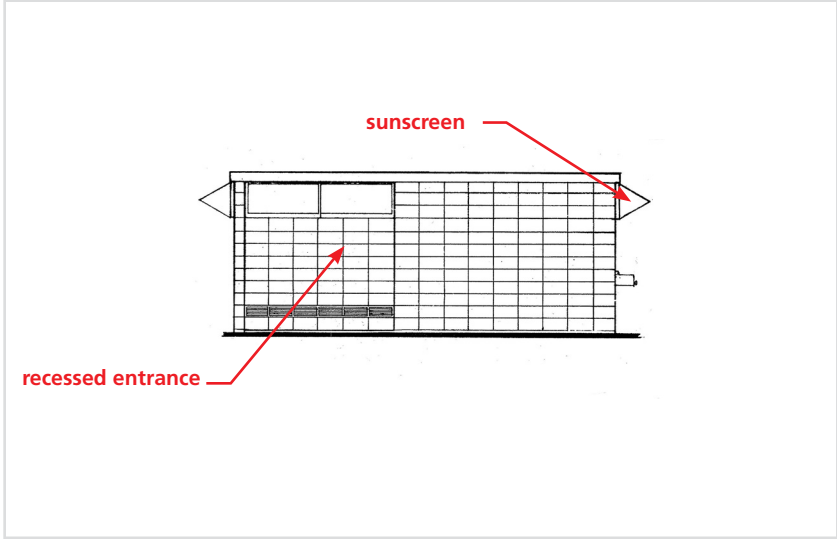


Figure 119. Type F Comfort Station, side elevation (Buzzard Point, National Capital Parks-East, 1972).



Figure 120. Type F Comfort Station, Belle Haven Marina, George Washington Memorial Parkway, side elevation.



Figure 121. Type F Comfort Station, Belle Haven Marina, George Washington Memorial Parkway, rear and side elevations.



Figure 122. Type F Comfort Station, Belle Haven Marina, George Washington Memorial Parkway, front elevation.



Figure 123. Type F Comfort Station, Belle Haven Marina, George Washington Memorial Parkway, front elevation, detail of windows and roof.



Figure 124. Type F Comfort Station, Daingerfield Island, George Washington Memorial Parkway, side and front elevations.



Figure 125. Type F Comfort Station, Daingerfield Island, George Washington Memorial Parkway, rear and side elevations.



Figure 126. Type F Comfort Station, Daingerfield Island, George Washington Memorial Parkway, detail of sunscreen.



Figure 127. Type F Comfort Station, Daingerfield Island, George Washington Memorial Parkway, side and rear elevations.



Figure 128. Type F Comfort Station, Columbia Island, George Washington Memorial Parkway, side and rear elevations.



Figure 129. Type F Comfort Station, Columbia Island, George Washington Memorial Parkway, side elevation.



Figure 130. Type F Comfort Station, Buzzard Point Park (scheduled for demolition), National Capital Parks-East, front elevation.



Figure 131. Type F Comfort Station, Buzzard Point Park (scheduled for demolition), National Capital Parks-East, side and rear elevations.

GENERAL RECOMMENDATIONS

- Develop and adhere to a cyclical maintenance plan, including:
  - Annual inspections of the foundation, siding, windows, doors, finishes and coatings, and roof material.
  - Cleaning of windows and doors on an annual basis.
  - Repainting every five (5) years.
- Retain character-defining features.
- Conduct repairs in kind.
- Avoid exterior alterations.
- Coordinate proposed projects with park cultural resource manager to confirm projects are completed in accordance with the S*ecretary of Interior Standards for the Treatment of Historic Properties*.
- Coordinate proposed changes with the Regional Accessibility Coordinator to ensure modifications are compliant with the Architectural Barriers Act Accessibility Standards (ABAAS).

DESIGN AND MAINTENANCE GUIDELINES

FOUNDATION

Type F Comfort Stations are built on concrete slab-on-grade foundations with concrete footings.

Foundation Maintenance

- Consult with a licensed structural engineer to evaluate and implement stabilization recommendations.
- Repairs should be in kind and match the original in material, size, shape, design, scale, color, and craftsmanship.

Foundation Replacement

- If a portion of the foundation is deteriorated beyond repair, replace in kind only and match the original in size, shape, design, scale, color, and craftsmanship.

WINDOWS

The windows of the buildings are horizontal two-light aluminum sash sliding windows with sunscreens.

Window Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of windows. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.
- Ensure windows are weather-tight by re-caulking or installing (or replacing) weatherstripping.
- Repair window frames and sash by patching, splicing, consolidating or otherwise reinforcing.
- Repair may also include replacement in kind, or with compatible substitute material, of those parts that are either extensively deteriorated or are missing.

Window Replacement

- All other options should be exhausted before replacement windows are explored. Options include interior storm windows.
- Replacement windows should match the original as closely as possible, replicating original operation.

DOORS

The original doors of the Type F Comfort Stations are flat profile metal doors.

Door Maintenance

- Establish a cyclical maintenance plan to ensure proper operation of doors. The cyclical plan should include annual inspections and cleaning using the gentlest means possible.

Door Replacement

- If an entire door is beyond repair, replace with materials that match the original in size, shape, design, scale, color, and craftsmanship.
- Ensure the replacement door duplicates the original size and profile, configuration, trim, and other details. Replacement hinges should be three heavy duty butt hinges.
- The size of the door openings may conflict with the ABAAS and changes should be coordinated with the Regional Accessibility Coordinator.

EXTERIOR MATERIALS

The exterior of Type F Comfort Stations are stacked, painted CMUs.

Exterior Maintenance

- Protect, maintain and repair materials, details, and features of exterior walls through appropriate preservation methods.
- Clean masonry only when necessary to stop deterioration or remove heavy soiling. If cleaning is determined necessary, use the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.
- Repair masonry walls by repointing mortar joints where there is evidence of deterioration. Use mortar that is compatible in strength, composition, color, and texture as original mortar. Duplicate old mortar joints in width and in joint profile.
- Inspect painted surfaces to determine whether repainting is necessary.
- Remove damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., handscraping) prior to repainting.
- Apply compatible paint coating systems following proper surface preparation. Compatible paint is extremely important for CMUs due their porous nature. Latex coatings are not appropriate.
- Repaint with colors that are appropriate to the building/historic district and park.

Exterior Replacement

- If a portion of the CMUs is deteriorated beyond repair, replace in kind only the damaged portion using materials that match the original in materials, size, shape, design, scale, color, and craftsmanship.

ROOFING

Type F Comfort Stations have flat built-up roofs with steel channel fascias.

Roof Maintenance

- Protect and maintain the roofing materials and forms through regular maintenance using appropriate preservation methods, including removal of debris from the roof. It is important to maintain a weather-tight roof for the long-term preservation of the building.

Roof Replacement

- Replace in kind.
- If full replacement of a deteriorated roof or feature is necessary, replace in kind by matching the original in material, size, shape, design, scale, color, and craftsmanship. Use only compatible substitute materials if the original material is not available or appropriate.

ACCESSIBILITY

These design and maintenance guidelines did not evaluate individual comfort stations or typologies for compliance with the ABAAS. The complexity of the typologies and differences in how comfort stations have been modified over time makes it impractical to provide specific guidance in this document. However, there are recurring conditions and/or elements that designers would likely need to evaluate in future projects. These may include:

- An accessible route to the comfort station and within the comfort station;
- Dimensions of the turning radius within the area enclosed by privacy screens;
- Width of the entry door and clearances;
- Wheelchair accessible toilet compartment(s);
- Location of and accessibility to interior wash sinks and toilet accessories (e.g. soap and towel dispensers);
- Location of and accessibility to exterior utility sink.

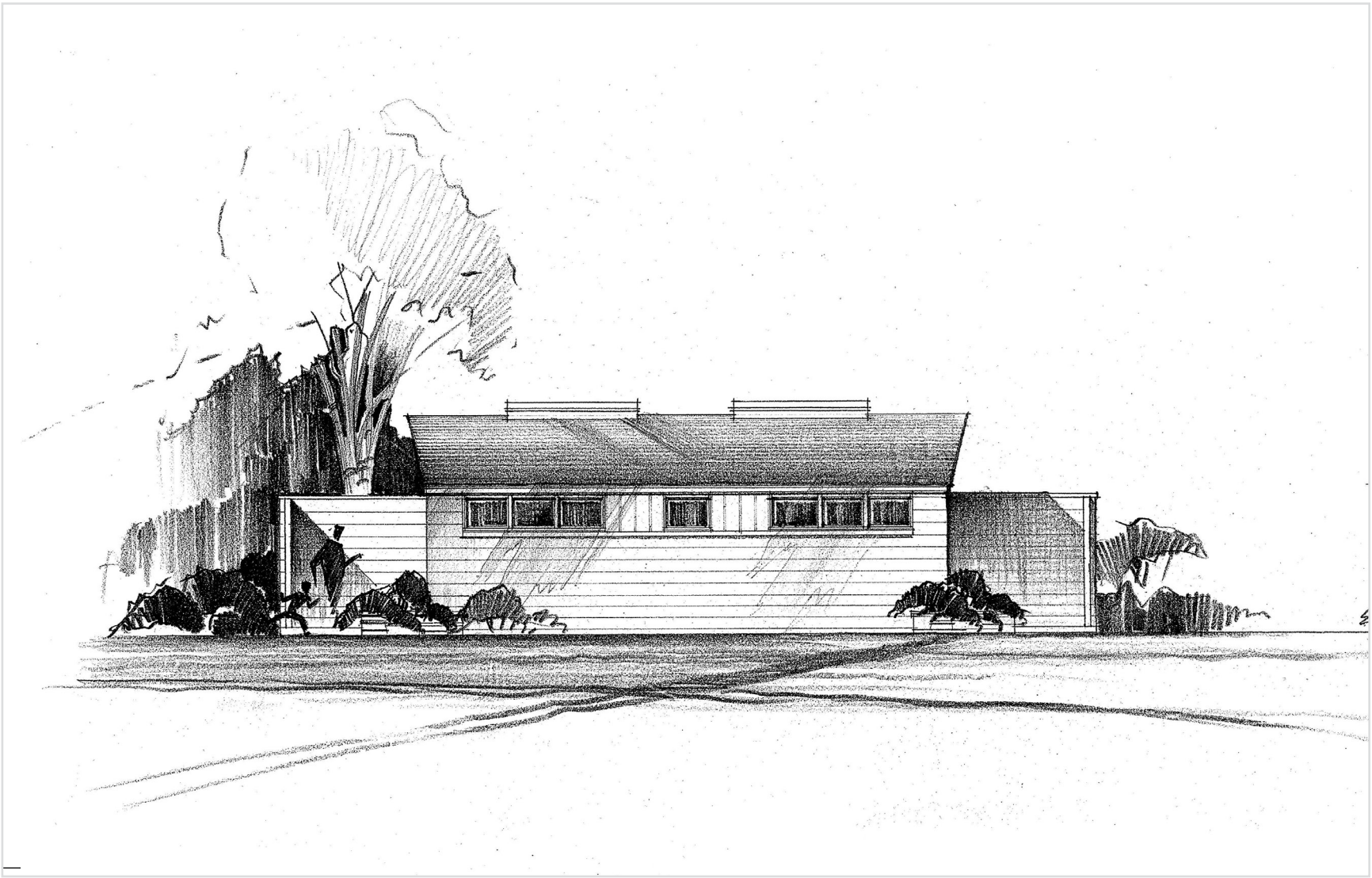
It will be incumbent upon the designers and Park and Regional accessibility coordinator(s) to determine how a proposed maintenance project can comply with the ABAAS. https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards Creative solutions may be required to ensure that the comfort stations provide the highest feasible level of physical access that is also reasonable and consistent with the preservation of the buildings' character-defining features.

EXTERIOR LIGHTING

- Exterior light fixtures are not character-defining features and can be replaced as needed with appropriate fixtures.

EXTERIOR SIGNAGE

- Carved wooden signs may be original to the buildings and should be left in place. If these signs become damaged/deteriorated beyond repair, it is unnecessary to replace them in kind.
- The majority of the signage on the comfort stations has been updated/replaced. These signs can be replaced with appropriate NPS signage as needed.



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Section Cover: “Proposed Typical Comfort Station,” National Capital Parks (1954).

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