

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Penny Pollard, Chair
Robert O'Brien, Vice Chair
Hilary Bassett
Joy Naifeh
Julia Tate
John Turk
Rob Whitten

AGENDA

HISTORIC PRESERVATION BOARD MEETING

The Historic Preservation Board will hold a remote meeting on Wednesday, June 16, 2021, 5:00 p.m. This meeting will take place using Zoom.

Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403-A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience.

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be un-muted by the host when it is time for public comment.

You are invited to a Zoom webinar.

When: Jun 16, 2021 05:00 PM Eastern Time (US and Canada)

Topic: Historic Preservation Board Public Hearing 06/16/2021

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82849606527>

Or One tap mobile :

US: +13017158592,,82849606527# or +13126266799,,82849606527#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

**US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799
or +1 669 900 6833**

Webinar ID: 828 4960 6527

International numbers available: <https://us02web.zoom.us/j/82849606527>

For more information on how to use Zoom, please go to: <https://www.portlandmaine.gov/remotePUD>

Public comments will be taken for each item on the agenda and written comments should be submitted to hp@portlandmaine.gov

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON JUNE 2, 2021

- i. Certificate of Appropriateness for Exterior Alterations; 116 Clark Street; Paul Lewandowski, Applicant. The Board voted 5-0 (Tate, Turk absent) to approve replacement of existing windows subject to condition that the original openings be retained and infilled with inset brick or wood panel.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING - 5:00 PM

- i. Certificate of Appropriateness for New Senior Housing Construction; 144 STATE STREET (Winter Street frontage); CHOM/PHA Applicant.
- ii. Certificate of Appropriateness for Comprehensive Redesign of Public Square; BRAMHALL SQUARE, Department of Public Works, Applicant.

5. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
144 STATE STREET (Winter Street frontage)

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
Rob Wiener, Preservation Compliance Coordinator
DATE: June 11, 2021
RE: June 16, 2021 PUBLIC HEARING – Final Review of Proposed New
Construction – Application: HPBR-001408

Address: 144 State Street
Winter Street frontage of Mercy Hospital property
Property Owner: NewHeight Redfern LLC
Applicant: Community Housing of Maine (CHOM) and Portland Housing Authority (PHA)
Project Architect: Maggie Stanley, CWS Architects

A legal advertisement for this public hearing ran in the Portland Press Herald on 6/4/21 and 6/5/21. Notices were sent to 296 nearby property owners within 500' of the subject property. A sign announcing the upcoming meeting was posted at the property on 6/4/21.

Introduction

Architect Maggie Stanley of CWS Architects has requested a public hearing for a review of final plans for the four-story senior housing development on Winter Street, directly north of the family housing development approved recently by the Historic Preservation Board. Both projects are being undertaken by Community Housing of Maine (CHOM) in partnership with Portland Housing Authority (PHA) and are proposed for a portion of the Mercy Hospital property that occupies the northwest corner of State and Spring Street and which extends to Winter Street. A preliminary workshop was held on the senior housing building on April 21, 2021.



Senior Housing
adjacent to Family
Housing. Buildings
are separated by a
passageway.

Enclosed for the Board's review are revised plans and elevations, as well as a new rendering of the proposed building and a site plan. Also enclosed is a cover memo from the architect that briefly touches on the architectural intent of the building and summarizes the changes to the design that respond to Board feedback, to clarify and simplify the composition and enhance its compatibility with the surrounding residential context. As of this writing, new perspective views showing the relationship of the two new buildings in context have not been provided, but due to an unexpected and unavoidable circumstance, no additional drawings will be available for the packet. Staff is adding some pages of elevations and renderings from the workshop, for comparison and reference.

As the April workshop was a preliminary review session, the submission did not include a high level of detail. For the public hearing the applicant and project architect are providing additional details with the plans, on windows, doors, siding, railings, and the projecting perforated panels.

Background

Board members will recall that the Mercy Hospital property (which includes a considerable amount of property on the south side of Spring Street as well) will be redeveloped to accommodate a variety of new uses in the coming years and will include new construction as well as historic rehabilitation. NewHeight Redfern LLC. has acquired the entire Mercy property and will be selling a portion of the property to CHOM and PHA for the two affordable housing projects.

In staff's previous workshop memo, a summary of the zoning map and text amendments was provided, and applicable height limits were addressed, including a bonus for affordable housing. The new apartment building at the corner of Winter and Spring Street was recently approved by the Board, and public hearings are coming up soon on the rehabilitation of the hospital building and Morrison House, and on the proposed woonerf and other site improvements at the Mercy campus.

While an overall master plan is guiding the redevelopment of the Mercy property, each building is intended to be viewed as a stand-alone development, particularly as viewed from the street, in order that the streetscape retains a sense of incremental development and avoid a singular campus-like character. That said, there is an intended relationship among the existing and proposed buildings on the property, particularly where the rear elevations of the State Street buildings and the Winter Street buildings face the interior of the lot and where a shared access drive or "woonerf" is proposed to serve the abutting structures.

Project Context

Mercy Hospital's property extends the full depth of the block between State and Winter, two street frontages which are decidedly different in scale and character. State Street is one of Portland's signature streets, lined by some of the most architecturally prominent historic buildings in the city. Architecturally, the street is varied and eclectic in nature, with buildings representing a wide range of (mostly) 19th century architectural styles, building

types and material palettes—late Federal brick mansions and double houses, Greek Revival temple-front and Gothic wood frame structures, richly detailed Romanesque Revival residences, a cathedral with stone façade set back from the street and an imposing brownstone Gothic Revival church, to name but a few. Included within the West End Historic District, a number of these buildings are also recognized as individual landmarks. What unifies this eclectic mix is the quality of their architecture and their stately scale. The generous width of State Street itself, with its esplanades on both sides, reinforces the stature of the street.

The Mercy Hospital building, completed in 1942, continues the eclectic nature of the street's architecture. The building is imposing for its size—six stories with a seven-story entrance tower and unusually long frontage. While the brick building is not of the architectural caliber of its neighbors, and is significantly larger, it takes its place comfortably along the State Street streetscape.

Turning from State onto Spring and Winter, the scale and architecture shifts dramatically to a more modest residential character. Winter Street itself is much narrower than State and its buildings are generally vernacular, mostly wood frame and modest in scale (ranging from 1 ½ to 3 stories). Like State Street, Winter Street is also fairly eclectic. The subject block features a number of small, gable-end-to-the-street former single-family homes, but it also features double houses and triple-deckers. While clapboard predominates, there are a number of brick residences along the street as well.

The north side of the street has long been dominated by open parking lots. Not only do Mercy's parking lots front onto Winter, but the Portland Club and funeral home on State Street have parking lots that extend to Winter Street as well. Fencing of various styles and quality separates the parking from the sidewalk.

Immediately flanking the proposed senior housing building will be the four-story family housing project on the south side and an open parking lot on the north side. The family housing building presents itself as rowhouses.

Preliminary Workshop Review, April 21, 2021

Plans presented at the first review called for a four-story, 46-foot-tall structure that will accommodate 52 apartments as well as common areas for residents. The building is 134 feet wide on Winter Street and L-shaped, with the deepest portion at its north end. The north elevation extends 102 feet into the lot. The south elevation, which faces the Family Housing project, is 56 feet wide and corresponds to the depth of the neighboring building. The projecting portion of the rear elevation, which fronts onto the interior courtyard, is 58 feet wide.

Ms. Stanley's architectural approach was (and still is) to break up the mass into three sections as viewed from Winter Street. The northern section is three stories at the street, with its fourth floor set back two feet from the lower floors. The center section is set back

at this same plane. The south end of the building is four stories, which corresponds to the height of the proposed family housing building immediately to the south.

The upper floors of the projecting “townhouse” portions of the building featured cementitious clapboard siding. The recessed portion was clad in vertical cementitious siding, while the ground floor had cementitious clapboard with a wider exposure than above. Fiberglass windows showed vertical proportions and featured regular spacing. Most were uneven double-hungs, with longer, narrower casement windows in some locations.

At the ground floor level, there is a pair of entries at the northern and southern ends. These entries face the street, are approached by a raised stoop and are flanked by raised planters. The main entry located in the center section is a single door positioned perpendicular to the street. A short ramp provides access to this entry.

In the preliminary design a perforated metal screen extends across a portion of the building’s width, separating the ground floor level from the upper floors. This metal screen appears again at the north end of the ground floor to mark the double entries.

As the project architect’s narrative described, a variety of devices were employed to break up the overall width of the building, reduce its apparent height at the street and provide visual interest. These devices include shifts in siding and siding orientation, shifts in color, introduction of bays, and differentiation in entry treatments.

On the south elevation, an asymmetrical glazed bay projects from the wall plane. This is best seen in the floor plans and renderings. This bay accommodates a seating area at the end of each of the upper floors’ common hallway.

The rear elevation which faces the interior courtyard, while more straightforward in expression, also included shifts in materials and color.

Board Comments, April 21, 2021 Workshop

Board members found some successful aspects to the design, such as siding that adds visual interest, a simpler composition on the east (rear) side, entries as focal points, and a raised base that responds to the context. General massing and scale seemed to be found appropriate, and the intent to break up the mass through design elements was appreciated. Likewise, the goal of giving each of the new buildings its own distinct character was endorsed.

On the whole, the Board response was a desire to see a simpler, more unified composition. It was suggested that greater cohesion could be achieved through:

- Attention to the material palette and the color palette, with fewer disparate elements
- More similarity and a sense of unity between all the sides

- Examining architectural elements in the surrounding context and taking some consistent cues from how they are handled
- Focus on a smaller number of unifying architectural elements to add cohesion through consistency, symmetry or continuous elements.
- A small number of devices could then be used to add emphasis where it is really desired – as in primary entrances or features that enhance the relationship to the context.

Additional suggestions included:

- Employing hierarchy to place emphasis where needed – such as at the main entry - and reflect neighboring buildings where hierarchies have been employed.
- Possibly continuing the raised base around the ends
- The narrow casement windows look somewhat out of place; they could be more integrated, and the rationale for the inconsistency with other windows needs to be better understood.
- Clarifying window types and specifications
- Determining the character of exterior railings
- Consider making the entry more residential-feeling – avoid too much of an institutional feeling
- The articulation could be slightly higher facing Winter Street, the primary façade.
- The metal band of screening facing Winter Street does not succeed in tying the building together.
- Confirm that the mechanicals on the roof will not be visible from below.

Revised Final Plans

Ms. Stanley's summary provides a concise list of the changes inspired by the Board's advice to clarify, simplify, and unify the design. As she notes, the massing and layout, and the general goals of the design are largely the same as the preliminary plans. The architect was able to answer several staff questions about some design details:

- The railing design is provided on the details page of the plans, A3.30. A steel frame is to match the frame of the perforated panels over parts of the first floor, and will be painted the same; perhaps the frame will enclose perforated panels like above, but they have been omitted from the detail for a better view. Railings themselves are simple pipe rails.
- Staff imagines that similar pipe railings will be included for the stairs facing Winter Street, though they don't appear on the latest rendering.
- The base of the building and the front stairs and planters are to be simple poured concrete.
- There are no visible exterior lighting fixtures – only recessed or otherwise concealed entry lighting.

Staff Comments

In the opinion of staff, the revised final elevations achieve much of what the Board asked for in their workshop comments. Each face still features variegated elements such as siding types, colors, dimensions, and windows, as well as articulation, to add interest and selective emphasis, and to break up the mass, but the end result is a more unified and cohesive design than previously seen. Staff recommends comparing the preliminary and final Winter Street elevations and the earlier rendering with the latest one.

Like the proposed family housing development that will be located next door, this project presents the inherent challenge of introducing a large footprint, somewhat taller structure within a streetscape characterized by small-scale, small-footprint homes. Winter Street itself is narrow, making the challenge even greater. To achieve compatibility, a number of architectural devices are being employed to break down the overall scale and provide a pedestrian experience consistent with its residential context. The Board made clear, however, that the number and nature of architectural moves, must be managed so that the façade does not appear too complicated or eclectic. It is important that the building have a clear overall architectural expression where individual contributing elements, while lending variety and architectural relief, are read as integral parts of the whole.

Staff appreciates the decision on the part of CHOM and PHA to develop separate design solutions for the senior housing project and the family housing project. Taking this approach and working with two different design firms has helped avoid creating a unified, campus-like presence for the property, particularly along Winter Street where development has occurred in an organic fashion over an extensive time period.

The large open parking lot behind Mercy provides an unusual opportunity in the West End to accommodate affordable housing, which requires a level of density and building size to be feasible. After decades of use as a surface parking lot, any new development will represent a significant--and welcome--change as Winter Street's street wall is re-established.

Staff would like to highlight several items:

- While staff believes the effort to break up the building into separate sections to reduce the apparent scale and help it better relate to the prevailing development character of the street is largely successful, the Board may want to discuss whether the design solution could be further simplified to reduce the number of siding types or other architectural moves. The buildings on Winter Street are generally simple and straightforward in their architectural expression.
- Residential windows are shown as white, which may present considerable contrast with the darker siding. Board members may want to discuss whether a darker color would be more compatible, and perhaps a better fit in the neighborhood context.
- The main entrance is positioned perpendicular to the street. Should it be further

emphasized as a main entrance?

- Board members may wish to comment on the perforated metal screen, now used only to highlight entrances, with the screen over the primary Winter Street entrance shown as 7" taller than the secondary ones.
- The site plan, including the site treatment along the Winter Street frontage, is being developed by a separate design firm. At this time the best visualization available is on the rendering provided by Ms. Stanley, but no details are available at this time.
- The longer, narrower windows that appear in various locations have been mulled as pairs and surrounded by trim. Do Board members agree that this is more successful than in the earlier design?
- While the rear elevation of this building is not as visible from Spring Street as the Family Housing building, it will be readily visible from the woonerf that will serve the various buildings within the Mercy property. This woonerf will likely become an almost semi-public way, given the number of residents it will be serving. As such, this elevation will be important to consider while recognizing that it is the back of the building.
- It would be helpful to see a rendering of the building as viewed from State or Spring Street. It would also be helpful to see renderings that include the Family Housing building and the context.

Applicable Review Standards (from *Standards for Review of New Construction*)

Compatibility Factors for Evaluation:

Scale and Form

Height
Width
Proportion of principal facades
Roof shapes
Scale of the structure

Composition of Principal Facades

Proportions of openings
Rhythm of solids to voids in facades
Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Signs, canopies and awnings

Relationship to the Street

Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 16, 2021 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 144 State Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of New Construction **(subject to the following conditions.....)**

Attachments:

1. Project summary
2. Plans & elevations
3. Elevation details, A3.30
4. Rendering
5. Site plan
6. Elevations and renderings from April 21, 2021 workshop

06/10/2021

HISTORIC NARRATIVE: SUMMARY OF CHANGES FROM LAST WORKSHOP

The general massing and layout of the building and window patterns have remained largely the same from the previous submission shown at the April 15th workshop. The architectural intent of breaking up the scale of the building through a pushing and pulling of the mass and pedestrian scale detail remains the same, however we have attempted to clarify and simplify these design moves through the following changes:

Revised windows at Winter St. main entry.

The windows have a consistent clear pattern that is more commercial in size and detailing. They are called out to be fiberglass fixed windows with the appearance of a storefront assembly. The interior space where these are located is the office, entrance vestibule and lobby. The difference in type and scale of these windows telegraphs the contrast of interior use from the residential spaces.

Reduced amount of metal band/canopy.

The perforated metal band is only located at the main entry, the rear entry and over each “townhouse” entrance. In order to de-emphasize the individual unit entries, the band at the townhouse locations is smaller in scale. A section detail and axon of the band has been provided.

Material locations simplified and clarified.

The colors of the bays, although still a more modern vertical detail, are the same color as the clapboard siding they are adjacent to. In the rear of the building, where the change in material occurs, a 6” change in plane occurs.

Cornice detailing:

Where the clapboard siding occurs, there is a stepped cornice detail as a nod to a more traditional cornice type. Where the vertical reveal panel siding occurs, a simple flat metal fascia tops the wall detail.

Railing detail has been provided.

The railing is a simply 1 ½” pipe rail with a repeating rectangular frame pattern that speaks to similar detailing of the metal canopy at the entrances.

Window bay revisions:

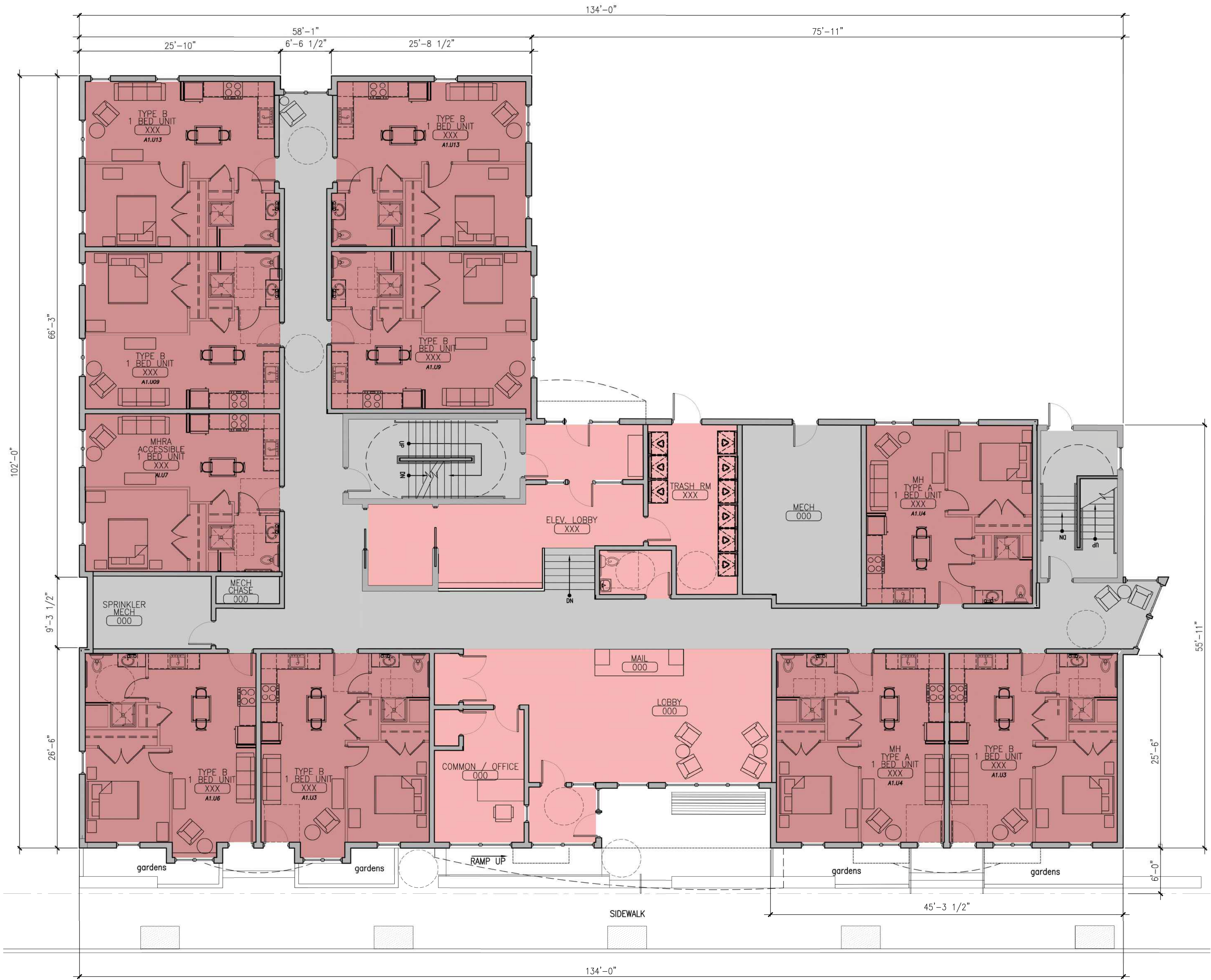
The bays on the 4 story portion of the building stop short of the roof line.

Window changes:

The narrow windows between the bays have been grouped with the use of trim.

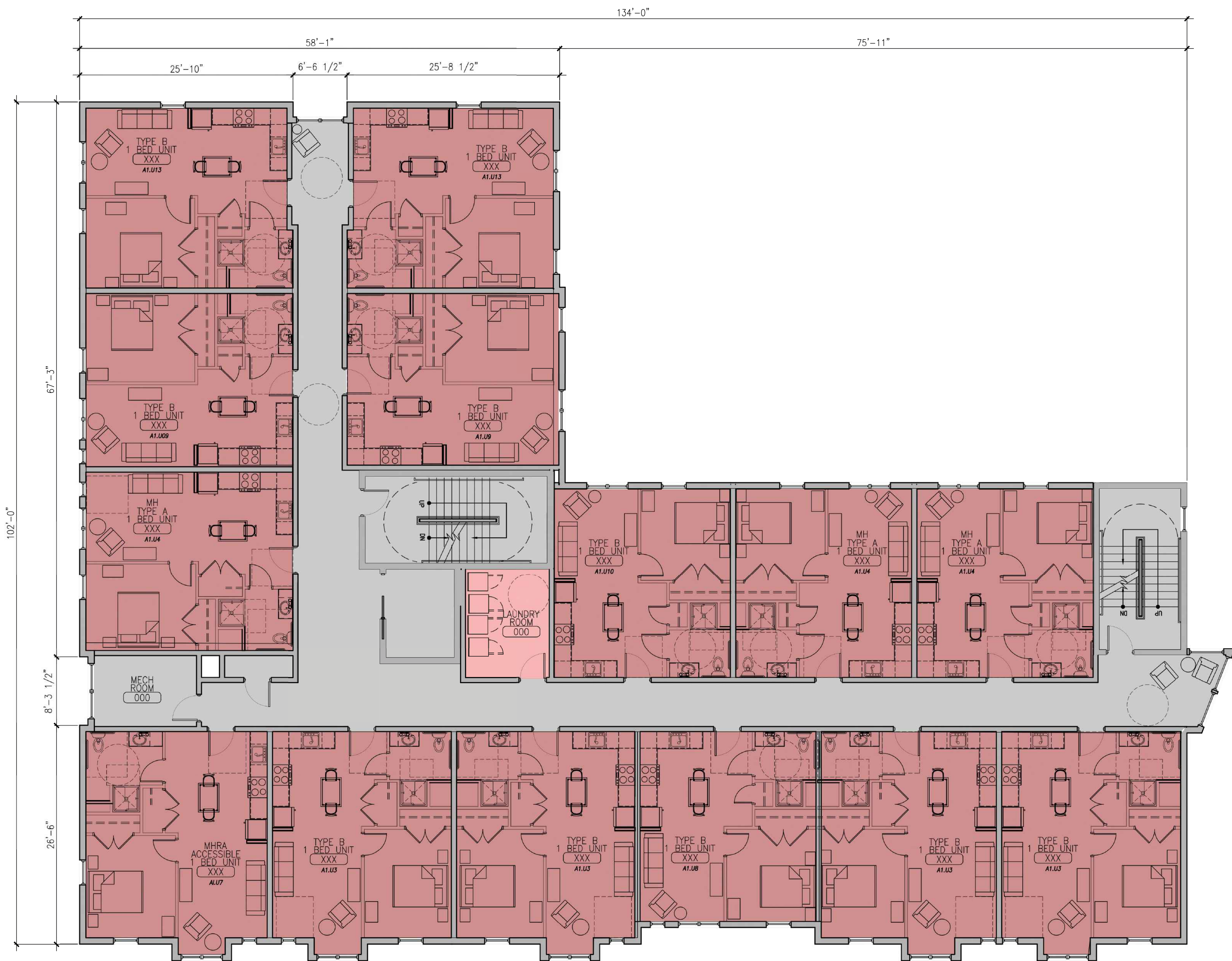
PROPOSED WINTER STREET SENIOR APARTMENTS

FIRST FLOOR PLAN



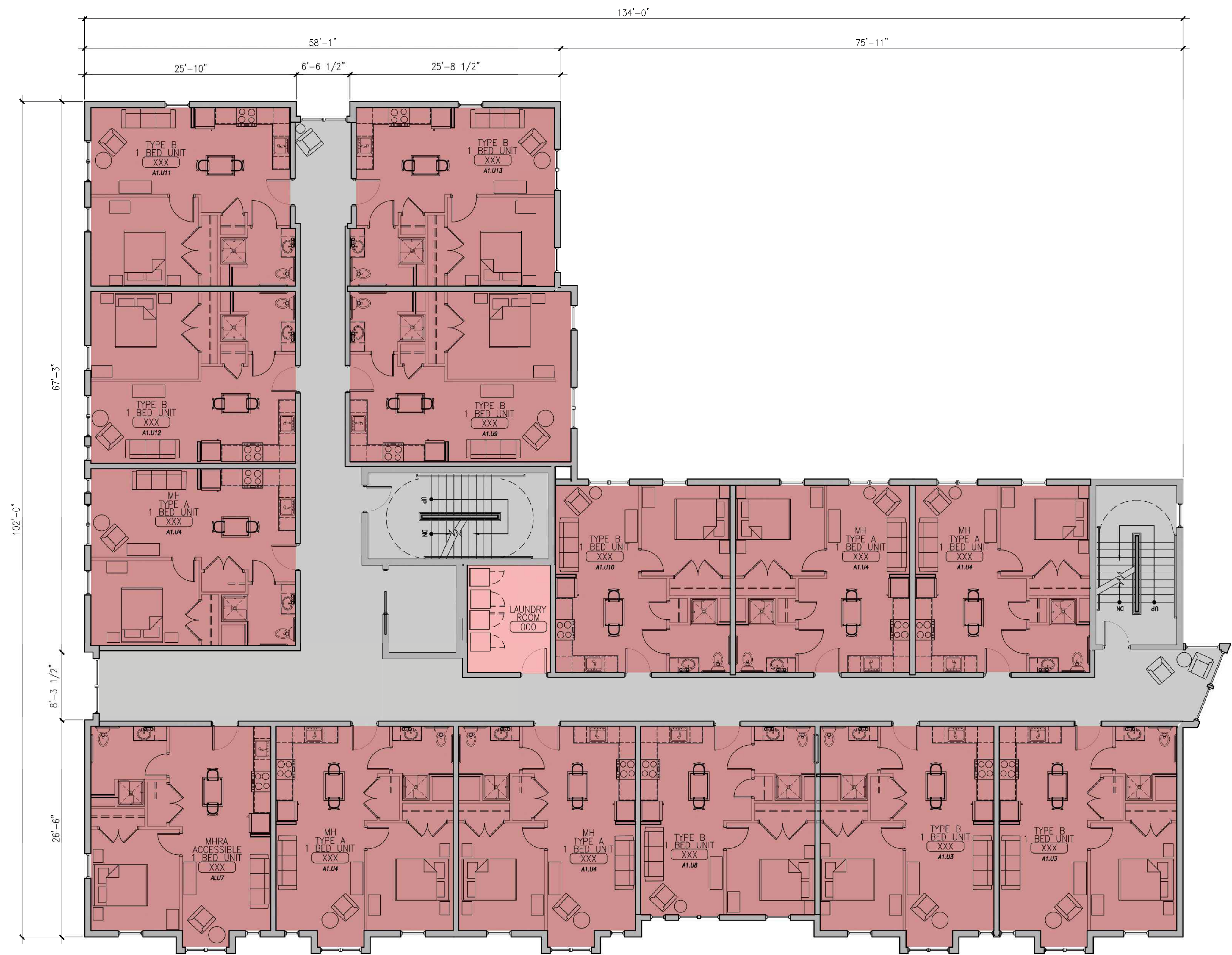
PROPOSED WINTER STREET SENIOR APARTMENTS

SECOND FLOOR PLAN



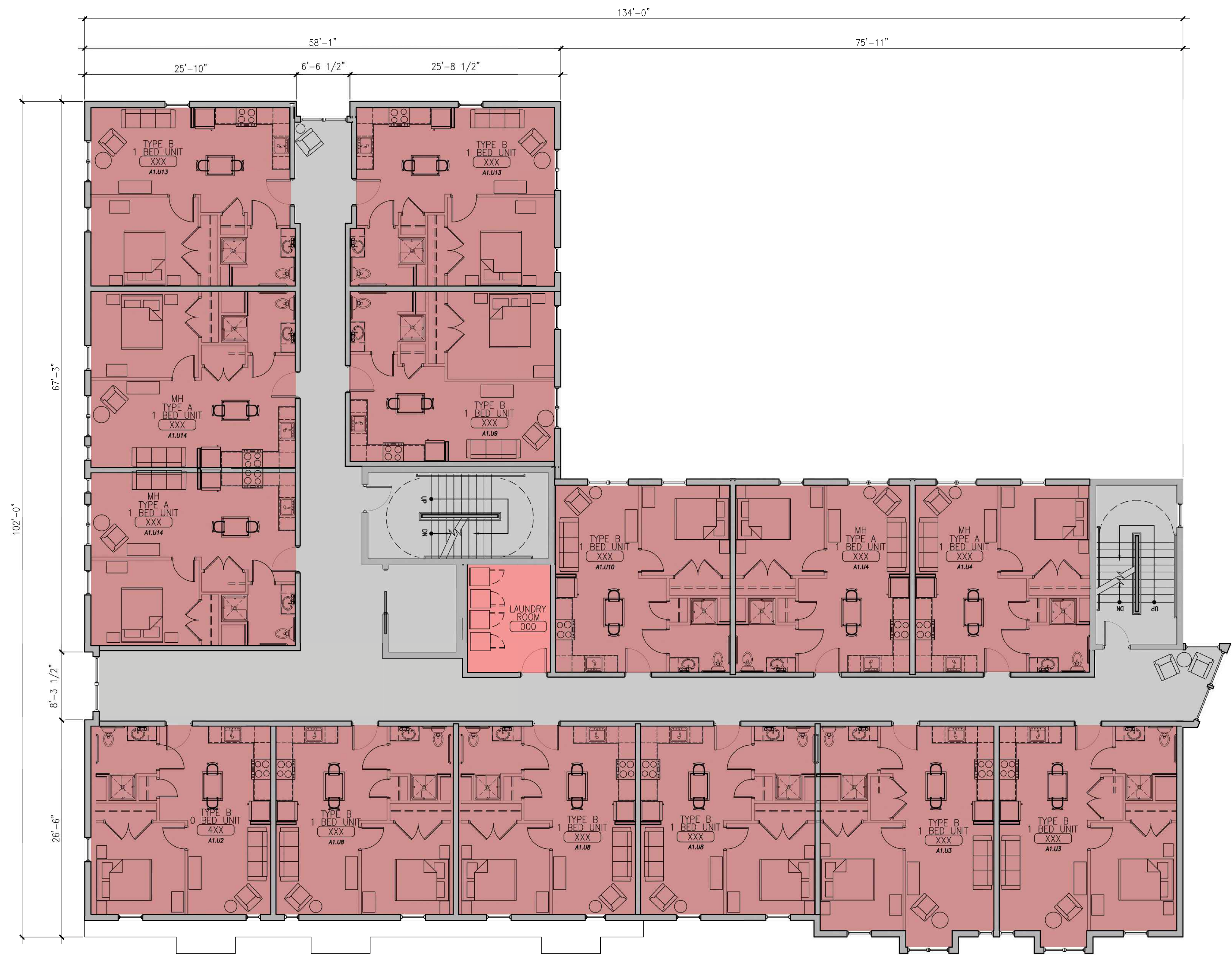
PROPOSED WINTER STREET SENIOR APARTMENTS

THIRD FLOOR PLAN



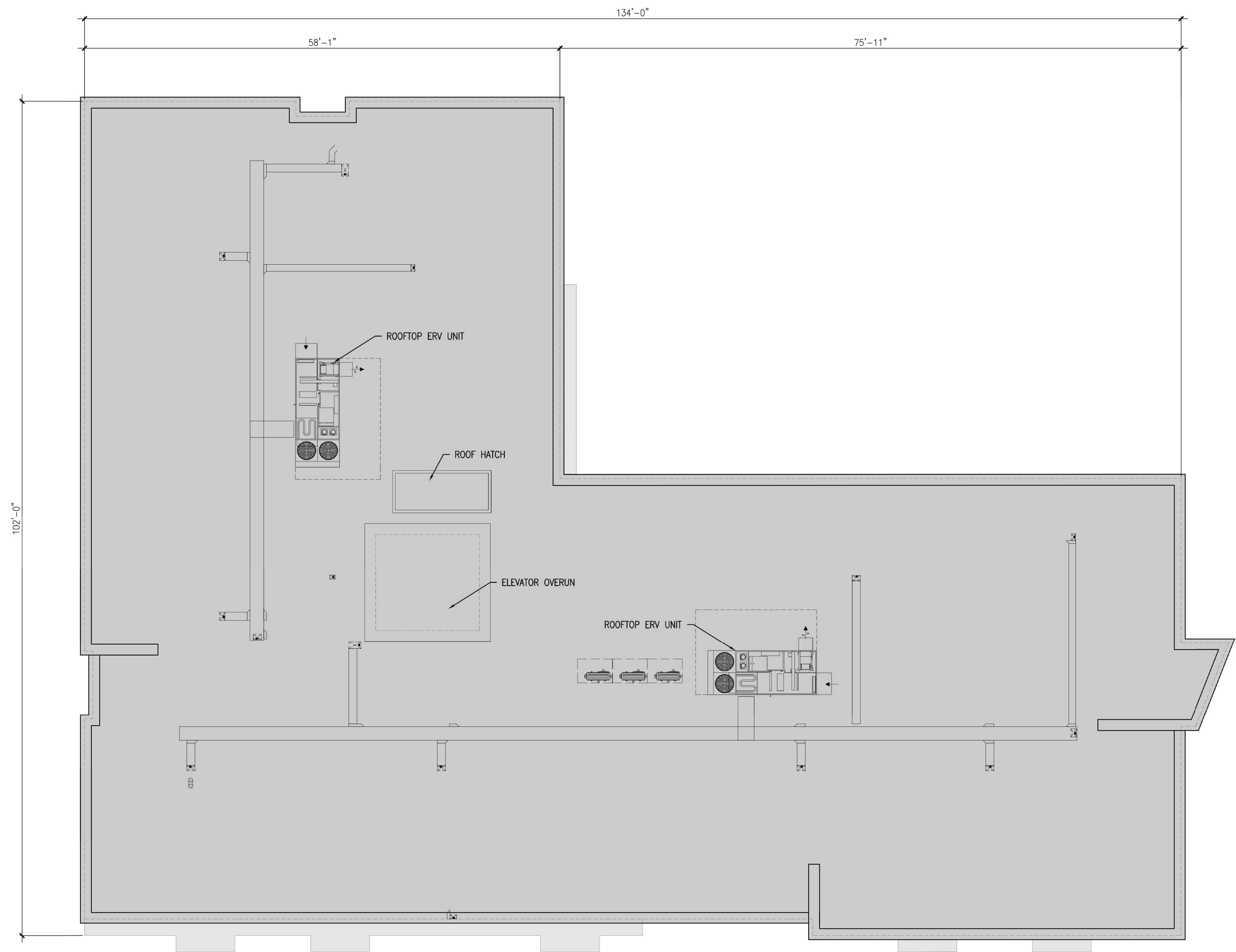
PROPOSED WINTER STREET SENIOR APARTMENTS

FORTH FLOOR PLAN



PROPOSED WINTER STREET SENIOR APARTMENTS

ROOF PLAN



PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



WINTER STREET ELEVATION



EXTERIOR FINISH MATERIAL LEGEND			
CODE	MATERIAL	COLOR AND FINISH	PATTERN LEGEND
A1	HARDIEPLANK LAP SIDING - 5/16" THICK, 5.25" WIDTH, 4" EXPOSURE, SMOOTH FINISH - FACTORY FINISHED	COLOR: RICH ESPRESSO	
A2	HARDIEPLANK LAP SIDING - 5/16" THICK, 5.25" WIDTH, 4" EXPOSURE, SMOOTH FINISH - FACTORY FINISHED	COLOR: GRAY SLATE	
B1	HARDIEPLANK LAP SIDING - 5/16" THICK, 9.25" WIDTH, 8" EXPOSURE, SMOOTH FINISH - FACTORY PRIMED AND FIELD PAINT	COLOR: RICH ESPRESSO	
B2	HARDIEPLANK LAP SIDING - 5/16" THICK, 9.25" WIDTH, 8" EXPOSURE, SMOOTH FINISH - FACTORY PRIMED AND FIELD PAINT	COLOR: GRAY SLATE	
C	HARDIEPANEL REVEAL PANEL SYSTEM - 5/16" THICK, 18"W X 8'H & 12"W X 8'H PANEL, SMOOTH FINISH. VERTICAL STAGGERED RUNNING BOND - FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: EVENING BLUE ACCENT FOR TEXTURE: BOOTHBAY BLUE	
D1	HARDIEPANEL VERTICAL SIDING - 5/16" THICK, 4"W X 4'H & 6"W X 4'H PANEL, SMOOTH FINISH. VERTICAL STAGGERED RUNNING BOND - FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: RICH ESPRESSO ACCENT FOR TEXTURE: AGED PEWTER	
D2	HARDIEPANEL VERTICAL SIDING - 5/16" THICK, 4"W X 4'H & 6"W X 4'H PANEL, SMOOTH FINISH. VERTICAL STAGGERED RUNNING BOND - FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: GRAY SLATE ACCENT FOR TEXTURE: NIGHT GRAY	

COURTYARD ELEVATION

PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



REAR ELEVATION

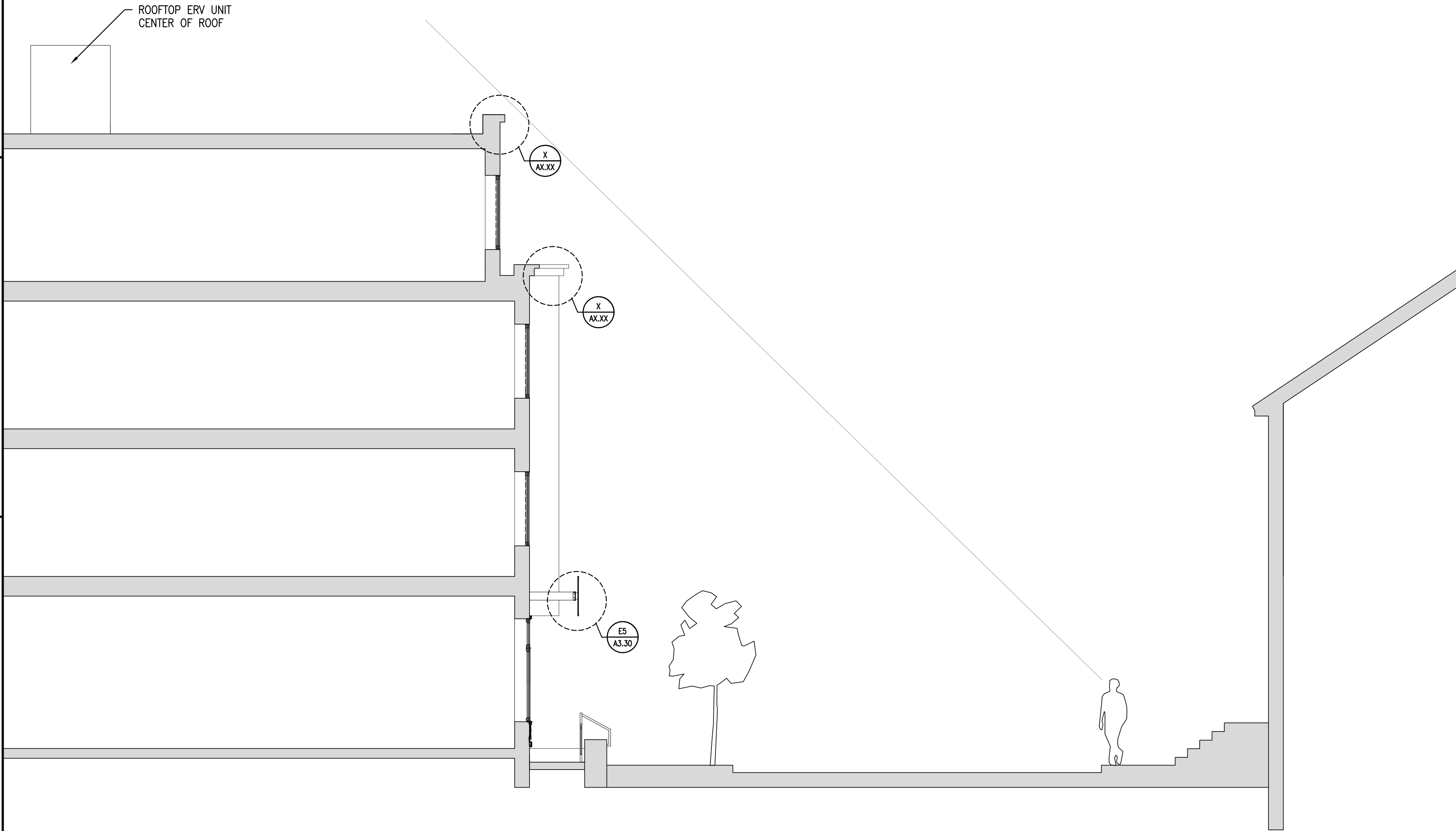


EXTERIOR FINISH MATERIAL LEGEND			
CODE	MATERIAL	COLOR AND FINISH	PATTERN LEGEND
A1	HARDIEPLANK LAP SIDING – 5/16" THICK, 5.25" WIDTH, 4" EXPOSURE, SMOOTH FINISH – FACTORY FINISHED	COLOR: RICH ESPRESSO	
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C	HARDIEPANEL REVEAL PANEL SYSTEM – 5/16" THICK, 18"W X 8"H & 12"W X 8"H PANEL, SMOOTH FINISH, VERTICAL STAGGERED RUNNING BOND – FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: EVENING BLUE ACCENT FOR TEXTURE: BOOTHBAY BLUE	
D1	HARDIEPANEL VERTICAL SIDING – 5/16" THICK, 4"W X 4'H & 6"W X 4'H PANEL, SMOOTH FINISH, VERTICAL STAGGERED RUNNING BOND – FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: RICH ESPRESSO ACCENT FOR TEXTURE: AGED PEWTER	
D2	HARDIEPANEL VERTICAL SIDING – 5/16" THICK, 4"W X 4'H & 6"W X 4'H PANEL, SMOOTH FINISH, VERTICAL STAGGERED RUNNING BOND – FACTORY PRIMED AND FIELD PAINT.	FIELD COLOR: GRAY SLATE ACCENT FOR TEXTURE: NIGHT GRAY	

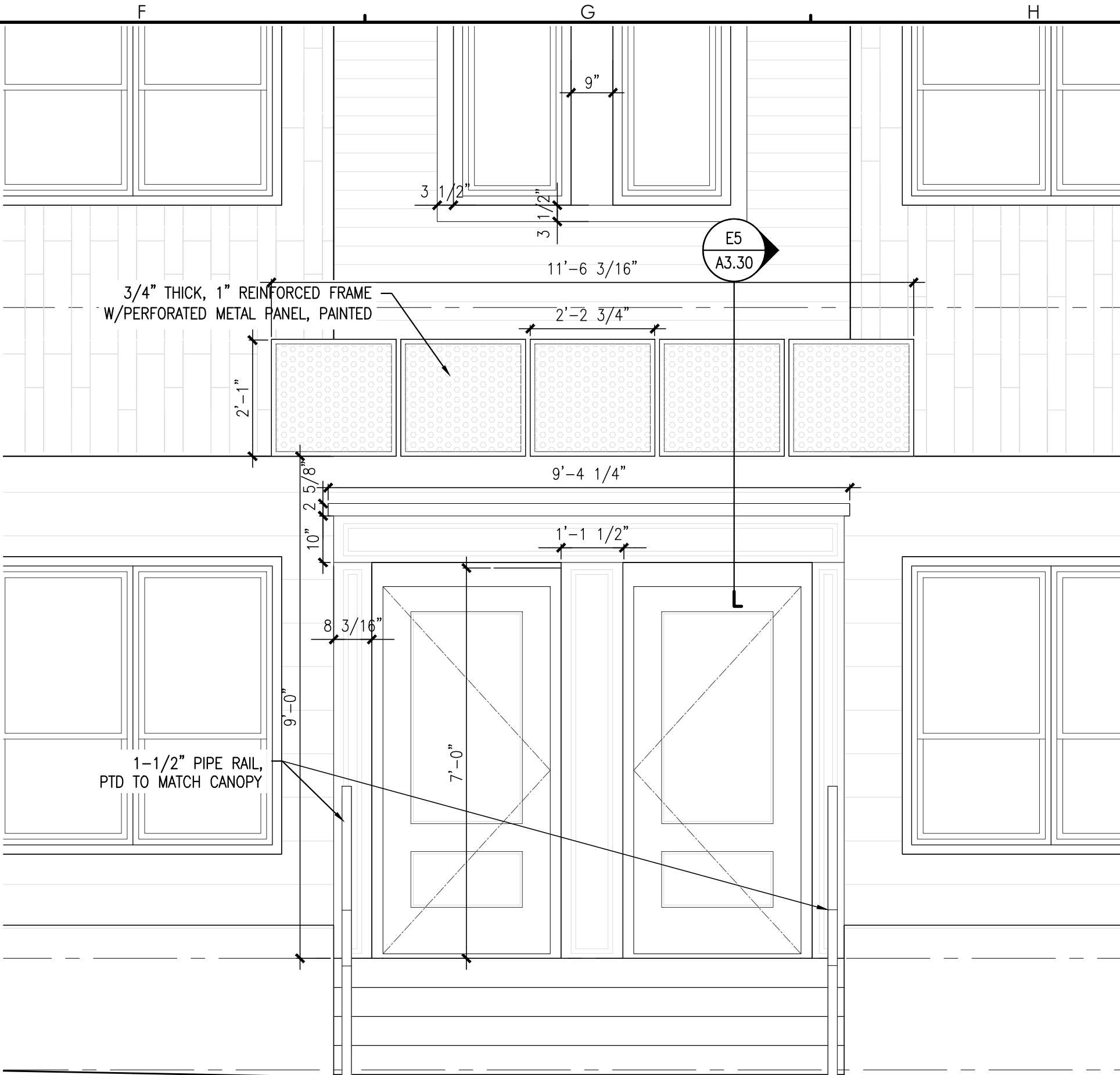
SIDE ELEVATION



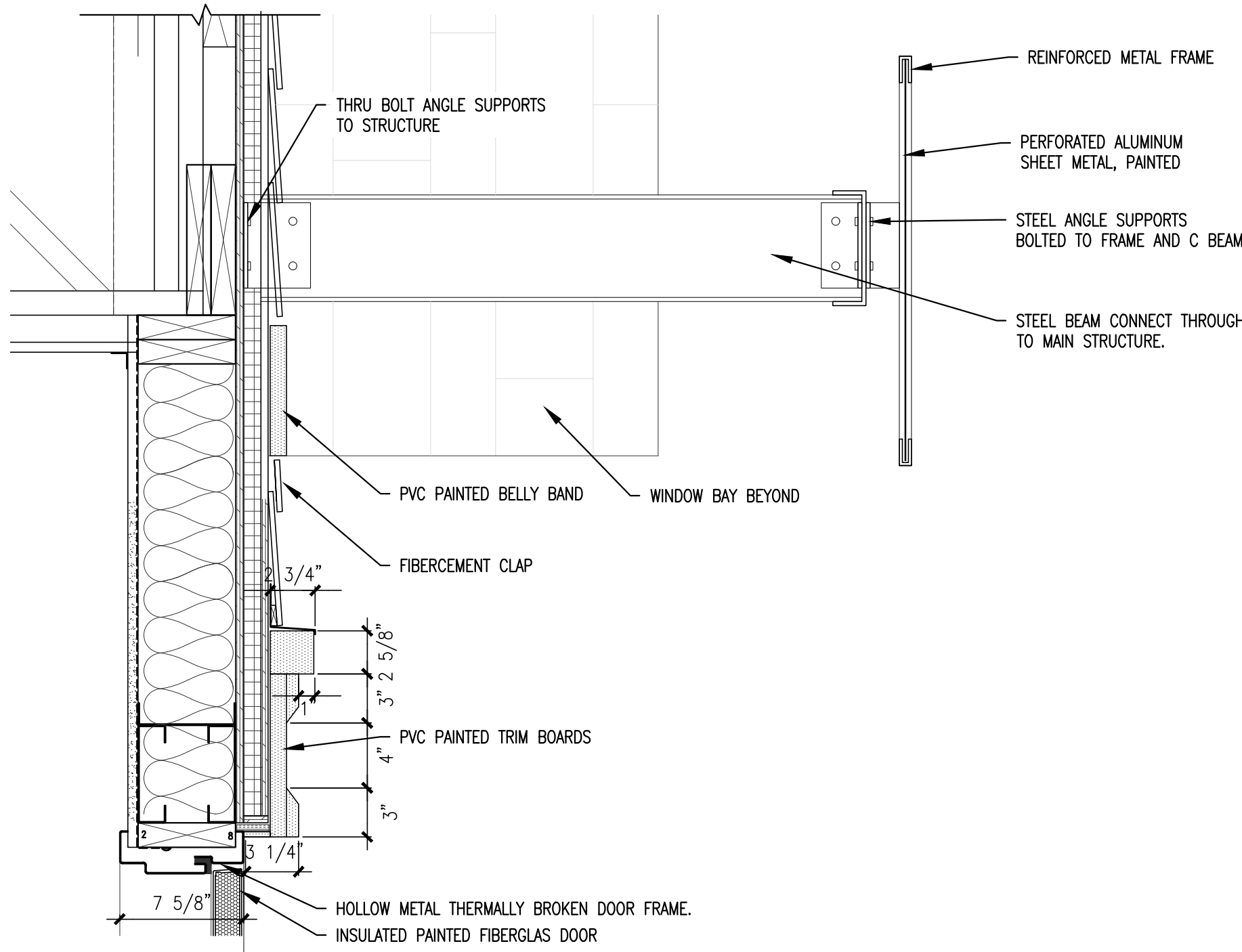
A3 RAILING ELEVATION - ENLARGED ENTRY ELEVATION
SCALE: $\frac{3}{8}" = 1'-0"$



A5 SECTION THROUGH STREET AT RAMP
SCALE: $\frac{3}{8}" = 1'-0"$



E5 ENLARGED UNIT ENTRY ELEVATION
SCALE: $\frac{1}{2}" = 1'-0"$



E5 DOOR HEAD AND CANOPY DETAIL AT UNIT ENTRY
SCALE: $1-1/2" = 1'-0"$

REVISIONS					

PROPOSED WINTER STREET SENIOR APARTMENTS



GENERAL NOTES:

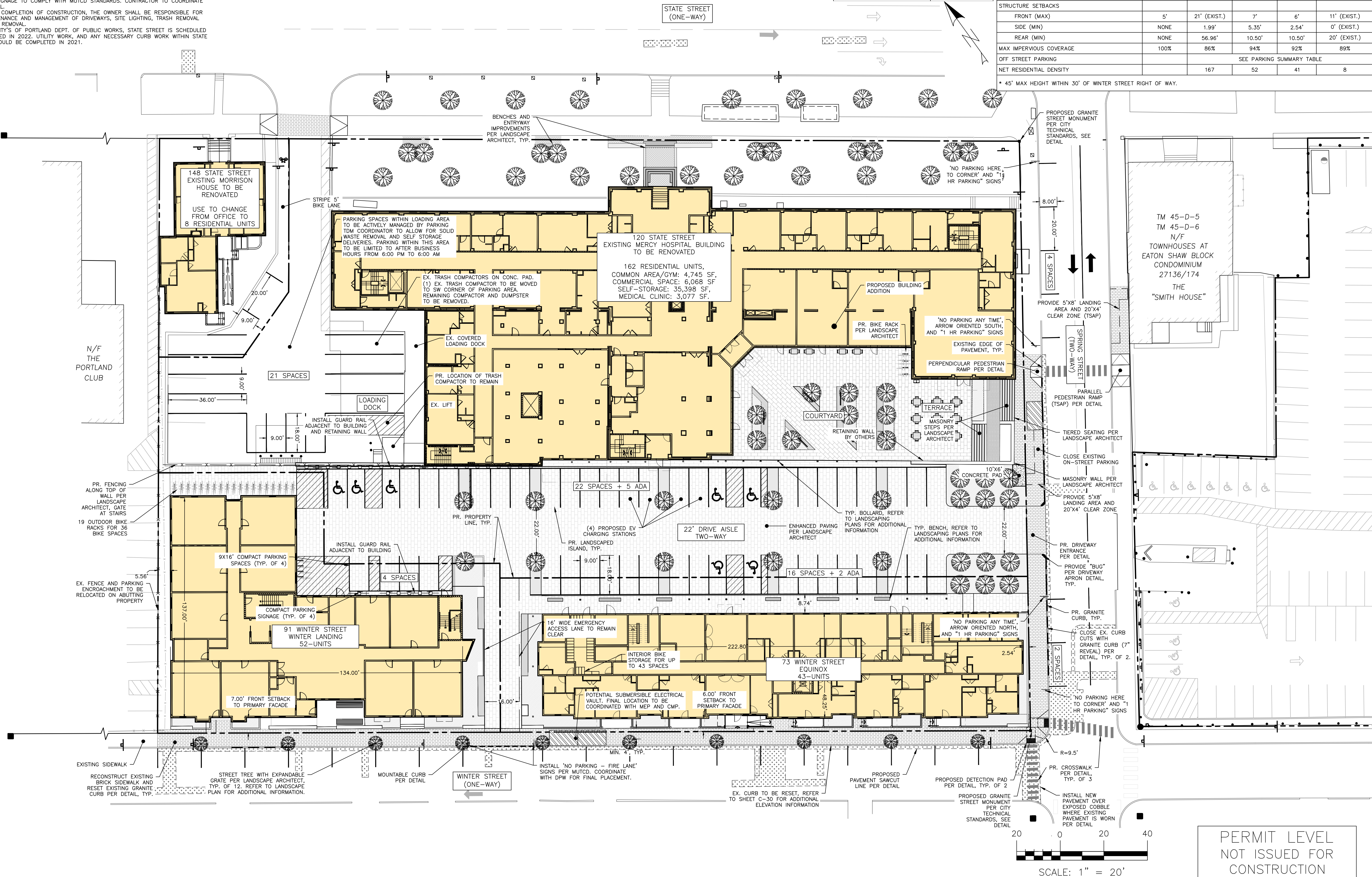
1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. PER THE CITY'S OF PORTLAND DEPT. OF PUBLIC WORKS, STATE STREET IS SCHEDULED TO BE PAVED IN 2022. UTILITY WORK, AND ANY NECESSARY CURB WORK WITHIN STATE STREET SHOULD BE COMPLETED IN 2021.

ON STREET PARKING SUMMARY			
	WINTER STREET	SPRING STREET	STATE STREET
EXISTING	17	0	0
PROPOSED	17	6	0

PARKING SUMMARY	
	# PARKING SPACES
EXISTING	59
STANDARD (9'X18')	59
COMPACT (9'X16')	4
ADA (8'X18')	7
NEW ON STREET (SPRING ST)	6
TOTAL PROPOSED SPACES	76

SPACE AND BULK STANDARDS					
ZONE: B-3	REQUIRED	PROPOSED LOT A	PROPOSED LOT A-1	PROPOSED LOT A-2	148 STATE STREET (MORRISON HOUSE)
MINIMUM LOT AREA	NONE	69,812 SF	15,364 SF	17,167 SF	5,651 SF
MIN LOT FRONTAGE	15'	335'	151'	237'	59'
MIN LOT WIDTH	NONE	242'	76'	242'	59'
MAX HEIGHT	85' *	86'	45'	45'	40'
STRUCTURE SETBACKS					
FRONT (MAX)	5'	21' (EXIST.)	7'	6'	11' (EXIST.)
SIDE (MIN)	NONE	1.99'	5.35'	2.54'	0' (EXIST.)
REAR (MIN)	NONE	56.96'	10.50'	10.50'	20' (EXIST.)
MAX IMPERVIOUS COVERAGE	100%	86%	94%	92%	89%
OFF STREET PARKING	SEE PARKING SUMMARY TABLE				
NET RESIDENTIAL DENSITY		167	52	41	8

* 45' MAX HEIGHT WITHIN 30' OF WINTER STREET RIGHT OF WAY.



ISSUED FOR

DATE

PFH

9/16/20

SITE PLAN APP.

12/4/20

CHOM CITY REVIEW

PFH

COMMENT RESPONSE

3/18/21

SITE PLAN - FULL BUILD-OUT

PROJECT NAME / ADDRESS

WINTER STREET AFFORDABLE HOUSING PROJECTS

CLIENT (OWNER OF RECORD)

COMMUNITY HOUSING OF MAINE & PORTLAND HOUSING DEVELOPMENT CORP.

ONE CITY CENTER, 4TH FLOOR & 14 BAXTER BOULEVARD, PORTLAND ME 04101

DRAWING NAME

ACORN ENGINEERING, INC.

PROJECT NAME / ADDRESS

WINTER STREET AFFORDABLE HOUSING PROJECTS

CLIENT (OWNER OF RECORD)

COMMUNITY HOUSING OF MAINE & PORTLAND HOUSING DEVELOPMENT CORP.

ONE CITY CENTER, 4TH FLOOR & 14 BAXTER BOULEVARD, PORTLAND ME 04101

FILE:

1140_CIVIL

JN:

1140

SCALE:

AS NOTED

DESIGNED BY:

PFH

DRAWN BY:

KRB

CHECKED BY:

WHS

STATE OF MAINE

PETER F. HEIL

16318

REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.

C-11

PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



WINTER STREET ELEVATION



COURTYARD ELEVATION

PROPOSED WINTER STREET SENIOR APARTMENTS

ELEVATIONS



REAR ELEVATION



SIDE ELEVATION

PROPOSED WINTER STREET SENIOR APARTMENTS

WINTER STREET PERSPECTIVE



PROPOSED WINTER STREET SENIOR APARTMENTS

WINTER STREET PERSPECTIVE



HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
BRAMHALL SQUARE

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: June 10, 2010
RE: June 16, 2021 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Comprehensive Redesign of Public Plaza
Address: Bramhall Square
corner of Congress Street and Deering Avenue
Applicants: Department of Public Works
represented by Mike Tremblay, Senior Engineer and Project Manager
Landscape Architect: Braden Drypolcher, Mitchell Associates

Introduction

Senior Engineer Mike Tremblay of the Department of Public Works and landscape architect Braden Drypolcher of Mitchell Associates are requesting review and approval of a proposal for the comprehensive redesign of Bramhall Square, a small public plaza at the corner of Congress Street and Deering Avenue. Wednesday's public hearing follows a preliminary workshop on January 6th, where the Board was introduced to the project and asked to provide feedback. In response to Board input, the site plan has been substantially reconfigured and simplified, while retaining key elements of the original plan and responding to the same programmatic goals which prompted the redesign initiative.

Located at the western terminus of the Congress Street Historic District, the open space at Bramhall Square is one of a series of identified public squares that punctuate the Congress Street corridor. Unlike the plazas at Longfellow Square and Monument Square, which were formally designed and planned to enhance an important civic monument, it appears that the open space at Bramhall Square was never intentionally or comprehensively "designed". While Bramhall Square is a historically significant location--it was the site of the first federally-ordered execution in US history-- the existing plaza at Bramhall Square lacks any design significance or noteworthy features that warrant special consideration as part of any redesign initiative. Indeed, the existing plaza can be considered a "noncontributing site" within the Congress Street Historic District. As such, the primary question for

consideration by the Board in reviewing the proposed plaza design is whether the proposed treatment is generally compatible with the character of the surrounding context.

History of Project

Redesign of the Bramhall Square plaza has long been a priority of the businesses in the immediate vicinity of the Square as well as the Parkside Neighborhood Association. This redesign effort dates as far back at 2015, when Peleton Labs hosted a design charrette to generate design concepts based on programmatic and aesthetic goals identified by area stakeholders. The charrette produced a number of promising design concepts for future consideration. After the “winning” design concepts were selected and developed in more detail, follow-up public forums were held to solicit more feedback.

Picking up on this preliminary work, the City identified funding for the project and took over management of the final design process. Mitchell Associates, a local landscape architecture firm, was hired to develop a more detailed proposal based on the earlier conceptual design. Even as the City has assumed responsibility for the design of this public space, the project has remained a collaborative effort, with ongoing involvement from the original stakeholders. For example, the Parkside Neighborhood Association secured a contribution from Maine Medical Center to augment City funds for planned improvements.

Original Design Proposal, Board Comments and Questions

Below is a rendering of the proposal presented for the Board’s consideration on January 6th: (Additional excerpts from the original submission are provided in ATTACHMENT 1.)



For the January 6th workshop, project manager Mike Tremblay provided a letter describing the goals of the project and touching on some of the problems that need to be addressed in any design solution. At the workshop, landscape architect Braden Drypolcher reviewed in detail existing conditions and the unique physical constraints presented by the site. He also described the general design approach that was taken, the proposed material palette and the specific elements/amenities that were incorporated into the plan at the request of project stakeholders.

During their review, Board members noted the significant number of functions and amenities that this small plaza was being asked accommodate, all within the constraints of a very challenging site. Board members also expressed appreciation for the fact that the focus of the redesign initiative was primarily on enhancing use and enjoyment of the space for area residents and businesses, rather than creating a strong, focal point that would be legible to passing traffic. That said, Board members raised a number concerns about the proposal as presented:

- The overriding concern expressed was that the plaza was being asked to do a lot in a small space and that the treatment should be simplified, perhaps eliminating some elements where possible.
- A number of questions and comments were raised about the bus shelter. As shown, the shelter was positioned within the square, surrounded by other features. Board members suggested that the shelter be moved away from the core of the plaza and toward the curb. Questions were also raised about the potential of installing a custom-designed shelter, rather than the City's standard specification. If a custom-designed shelter were introduced, this could become the public art feature that was desired for Bramhall Square, rather than incorporating an additional element within the small space.
- If a separate piece of art were to be introduced, Board members stressed that it should be informed by the design of the park itself to be successful. As one member suggested, "don't throw a trinket at it". It was also suggested that perhaps the stormwater treatment could be featured/celebrated as the organizing design element for the park.
- Board members suggested that the prominent "Bramhall Square" sign on a granite block facing the corner of the intersection be eliminated to reduce the visual clutter.
- Board members noted the "heavy", "over-enthusiastic" use of granite, suggesting that the amount of recycled blocks be pared back to some extent.
- There appeared to be support for replacing the existing trees with more appropriately scaled trees. With respect to additional plantings, Board members recommended use of plants that would be durable and not require regular maintenance.

- With respect to the proposed lighting, Board members noted that it appeared concentrated within a small section of the plaza, rather than more broadly distributed. The durability of introducing catenary or string lighting in this location was also questioned.

Board members requested additional renderings depicting the Square from various vantage points, including as one approaches from the west on Congress Street, be provided as part of a future submission.

Revised Proposal

In response to preliminary feedback from the Historic Preservation Board in January, landscape architect Braden Drypolcher has made significant modifications to the design proposal for Bramhall Square. The aim of the changes has been to simplify the overall composition, reduce the number of individual elements while providing the amenities requested by stakeholders, separate the bus shelter from the plaza treatment, and use the necessity of stormwater treatment for this site as an organizing design element. A narrative has been provided listing the changes made to the original submission.--- (See ATTACHMENT 2).

Note that some elements of the plan are identified as Add Alternatives pending available funding, including some of the stormwater features. Add Alternative #1, whether incorporated or not, will have no visual impact on the plaza. Add Alternative #2 would replace concrete pavers with pervious pavers. (Mr. Drypolcher will show samples of each at Wednesday's review.) The final Add Alternative is for the string pole lighting. If string lighting is not pursued, the Board may wish to inquire whether alternative fixtures would be installed on each pole or if the distribution of poles would be altered.

Note also that the plans show only the general area for placement of public art. The selection of a piece would go through the Public Art Committee process.



Staff Comments

As was noted in the original staff report, the design solution for any public square or plaza is a reflection of design *intent* and the intent for the space can vary considerably. Some of Portland's public plazas (Longfellow Square and Monument Square, for example) were designed around the planned installation of a major statue or civic monument. The statue or monument served as the major organizing element for the design and the original design process likely focused on providing an appropriate setting or backdrop for the focal point. In other cases, like Congress Square, where the plaza was created on "found" space following the demolition of a commercial building on site, there was no inherent focus to drive the design solution. *Use* of the square became the primary consideration in the design process. This has been the case for Bramhall Square. Although the small plaza has the potential to serve as an important focal point as one approaches downtown Portland from the west on Congress Street, the proposed design was driven primarily by use considerations. Area residents and businesses seek to create a hospitable, attractive, intimate public space that will be easily accessible and will draw people to sit and linger, meet for coffee, wait for the bus, etc.. Providing one, strong organizing design feature was not a priority in the design process, nor was consideration of how the space would be viewed from longer distances. Accordingly, this plaza will likely best be appreciated on an intimate level, rather than as viewed by passing traffic.

In staff's view, the design for the square has been significantly improved with the various modifications made since the January workshop. The treatment is simpler, more straightforward and cohesive. The use of granite is more sparing and judicious. The move to separate the shelter from the balance of the square not only alleviates some of the visual clutter that was a concern with the original proposal, but also separates the functions. The elimination of the sign also simplifies the treatment. And the frank expression of stormwater treatment as an integral part of the square's design is highly appropriate. The proposed material palette, particularly the incorporation of granite, serves to relate this square to the surrounding context.

Regarding the stakeholders' desire to add public art to the square, staff recommends that consideration be given to commissioning a custom bus shelter for this location and have the shelter serve as the public art. The shelter will be, by necessity, a prominent fixture at this intersection and provides an obvious opportunity for a creative design solution. This approach would also keep the number of elements within this small space limited and avoid competing elements.

Applicable Review Standards and Guidelines

Standards for Review of Alterations

- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*

See also Guidelines for Streetscape and Pedestrian Improvements *(from Historic Resources Design Manual)*

1. *General*

Retain the distinctive historic features of the streetscape, including walkways, alleys, lighting, signage, planters, landscaping, curbing, and paving that give the district its distinguishing character. Where streetscape or pedestrian improvements are proposed which were not historically a part of the site, such improvements shall be compatible with the existing historic character.

2. *Pedestrian Amenities*

- a. *While pedestrian amenities must be compatible with the district's historic character, variations shall be permitted in order to respect the vitality and variety of the city's different thoroughfares and neighborhoods.*
- b. *Different types of public spaces should respond to the following general performance criteria:*
 - *Historic commercial streets shall be treated simply with maximum open sidewalk space, limited obstructions on the ground, and pedestrian preference for street crossing*
 - *Parks (and squares) should play a special role in historic interpretation and provide day-time cultural activities for the district as well as relief from paved areas.*

3. *Paving and Planting*

- a. *The existing streetscape should be enriched, especially around historic buildings and heavily used pedestrian areas. Historically appropriate improvements should create some consistency while avoiding complete uniformity.*
- c. *Subtle variations in paving patterns and materials shall be used to enrich sidewalks and plazas....*
- d. *Planting shade trees and shrubs shall be encouraged where they would enhance the historic character and create more inviting spaces....*

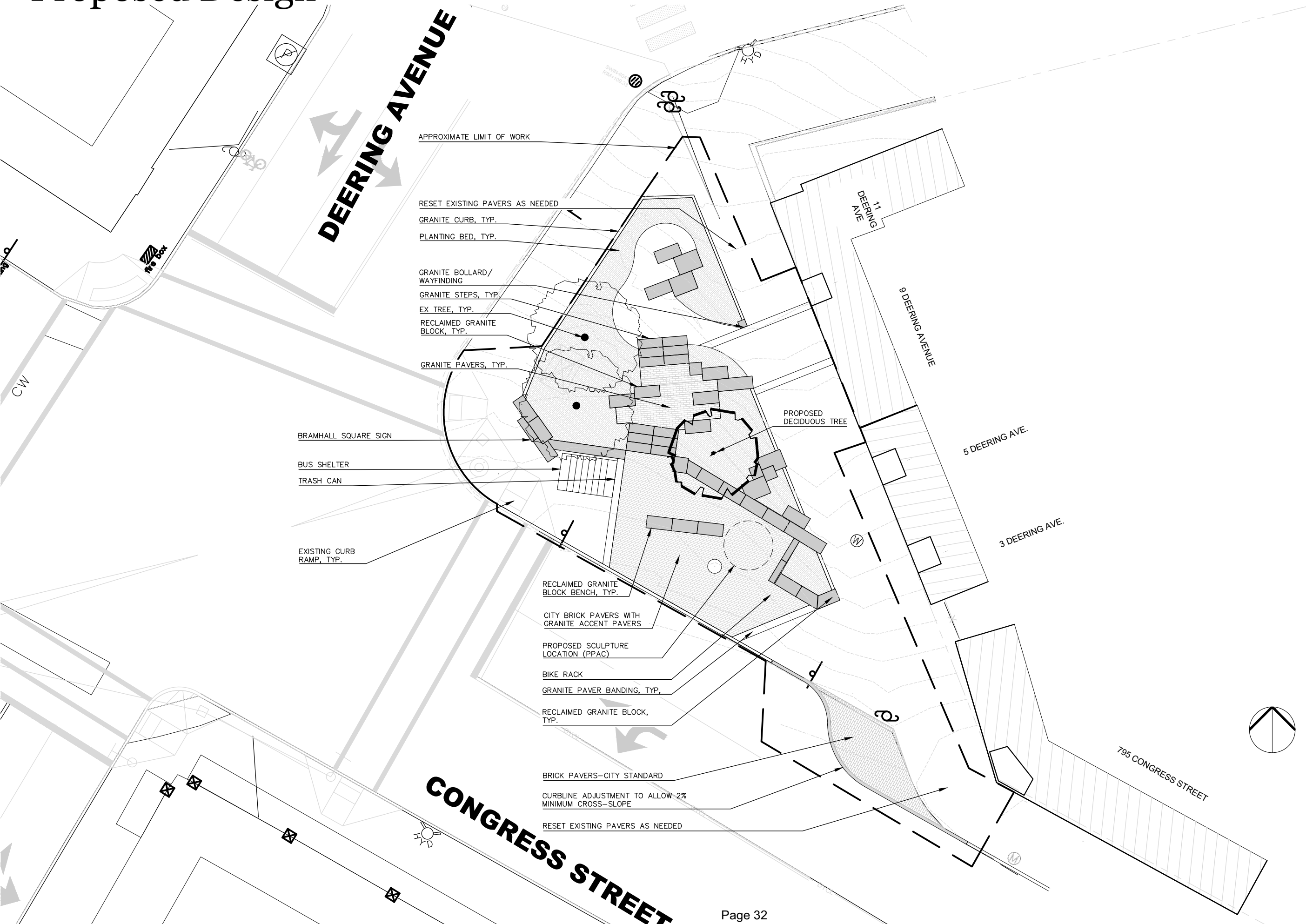
Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 16, 2021 public hearing and information included in the accompanying staff report, the Board finds that the redesign proposal for Bramhall Square **meets (fails to meet)** the historic preservation ordinance's Standards for Review **(subject to the following conditions.....)**

Attachments:

- 1. Excerpts from January 6 proposal
- 2. Cover letter from Braden Drypolcher summarizing design modifications
- 3. Applicant's final submission, including photos of existing conditions, existing and proposed site plans, renderings
- 4. Specifications

Proposed Design



BRAMHALL SQUARE

Portland, Maine

CONGRESS STREET

Date: JANUARY 6, 2021

Issued For: REVIEW

Revisions:

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Title: LAYOUT PLAN



View East on Congress Street



View Northwest on Congress Street

Mitchell & Associates
Landscape Architects





View Northeast on Congress Street

Mitchell & Associates
Landscape Architects





View North on Congress Street

Catenary Lighting Add alternative

Mitchell & Associates
Landscape Architects





View North on Congress Street

Catenary Lighting Add alternative

Night View

Mitchell & Associates
Landscape Architects

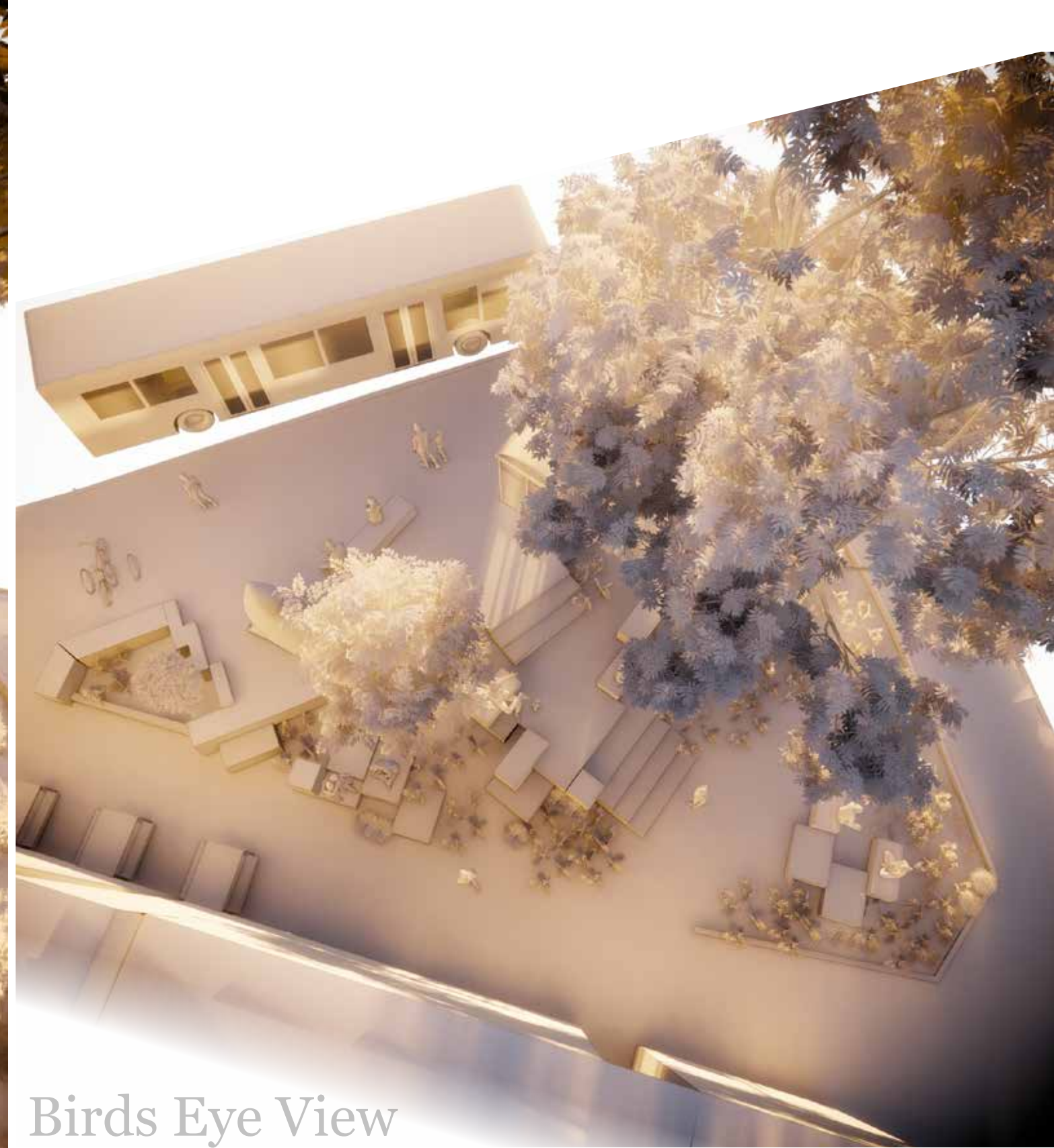




View West from sidewalk



View South
from sidewalk



Birds Eye View

Mitchell & Associates
Landscape Architects





View North
from the interior of the Square



Mitchell & Associates
Landscape Architects

Bramhall Square Narrative - 06.16.2021

Concept Revisions 25% Design

Working with the Bramhall Square Steering Committee, the City of Portland, and the Historic Preservation Committee our design team has revised the January 6th Bramhall Square concept as follows:

- Simplified the Congress Avenue sidewalk paving design and granite block layout while moving the proposed bus shelter to the sidewalk edge of Congress Street.
- The design removes and replaces the existing Linden trees with two canopy trees and one understory tree- Species to be coordinated with the City of Portland Arborist.
- The proposed revisions work to integrate stormwater management and has been proposed in the design on an Add Alternative basis. The Add Alt. program is as follows:
 - Add Alternative 1- Curb Inlet on Congress Street, Rain Garden, Trench Drain, overflow 12-inch catch basin connecting to an existing catch basin in Deering Avenue.
 - Add Alternative 2- Underground stormwater drainage and pervious pavers on the two lower internal terraces.
 - Add Alternative 3- String Pole lighting.
- The internal design program has been revised and simplified reducing some granite blocks while adding two tier platforms and expanding the planting area on the Deering Avenue Building edge.
- Overhead lighting has been revised showing four 16' poles arranged around the new layout for the Congress Street sidewalk.
- The Bramhall Square Signage that was shown on the corner of Congress St. and Deering Avenue has been removed.
- The public art process will go through the Portland Public Art Committee and an artist selection committee will be assembled. The Art component will be integrated in the design as part of this process moving forward. The plans reference the general location of the art installation.
- Bike racks have been placed on the Congress Street Sidewalk.

Bramhall Square Birdseye View



Deering Ave.

Bramhall Street

Congress Street

2



Analysis

The Squares of Portland



Analysis History



Piratical Murder on the High Seas

OF

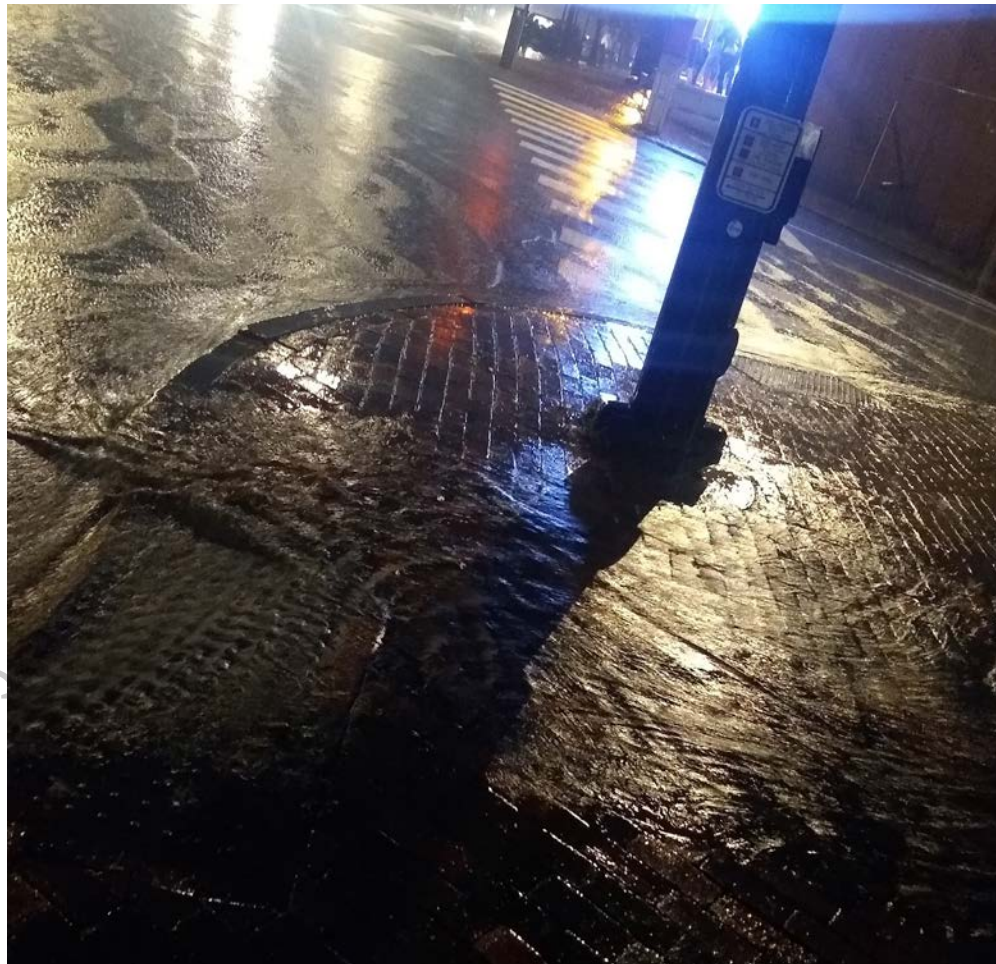
Capt. John Connor

BY

Thomas Bird

Died 1790 aged 40

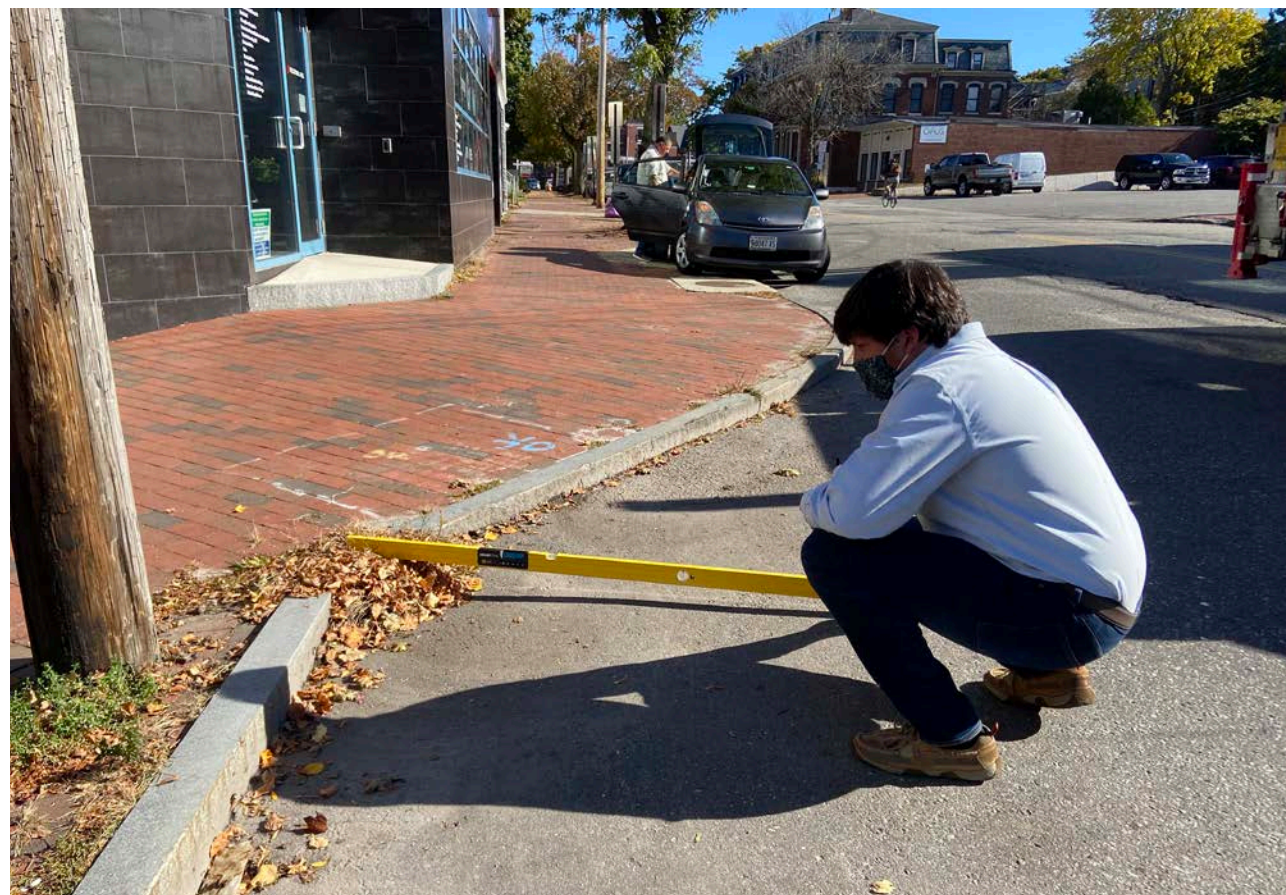
Analysis



Curb ramp allows water to over-top sidewalk



Accessibility and grading issues- existing condition does not provide a minimum 2% cross-slope



Accessibility and grading- curbline extention in this location could allow for ADA accessible sidewalk



6

Steep grades with limited seating - Existing Lindens provide dense shade and produce a sticky sap.



Site amenity locations do not service current use.

Mitchell & Associates
Landscape Architects



Final design of the redesigned Bramhall Square shall (as per RFP):

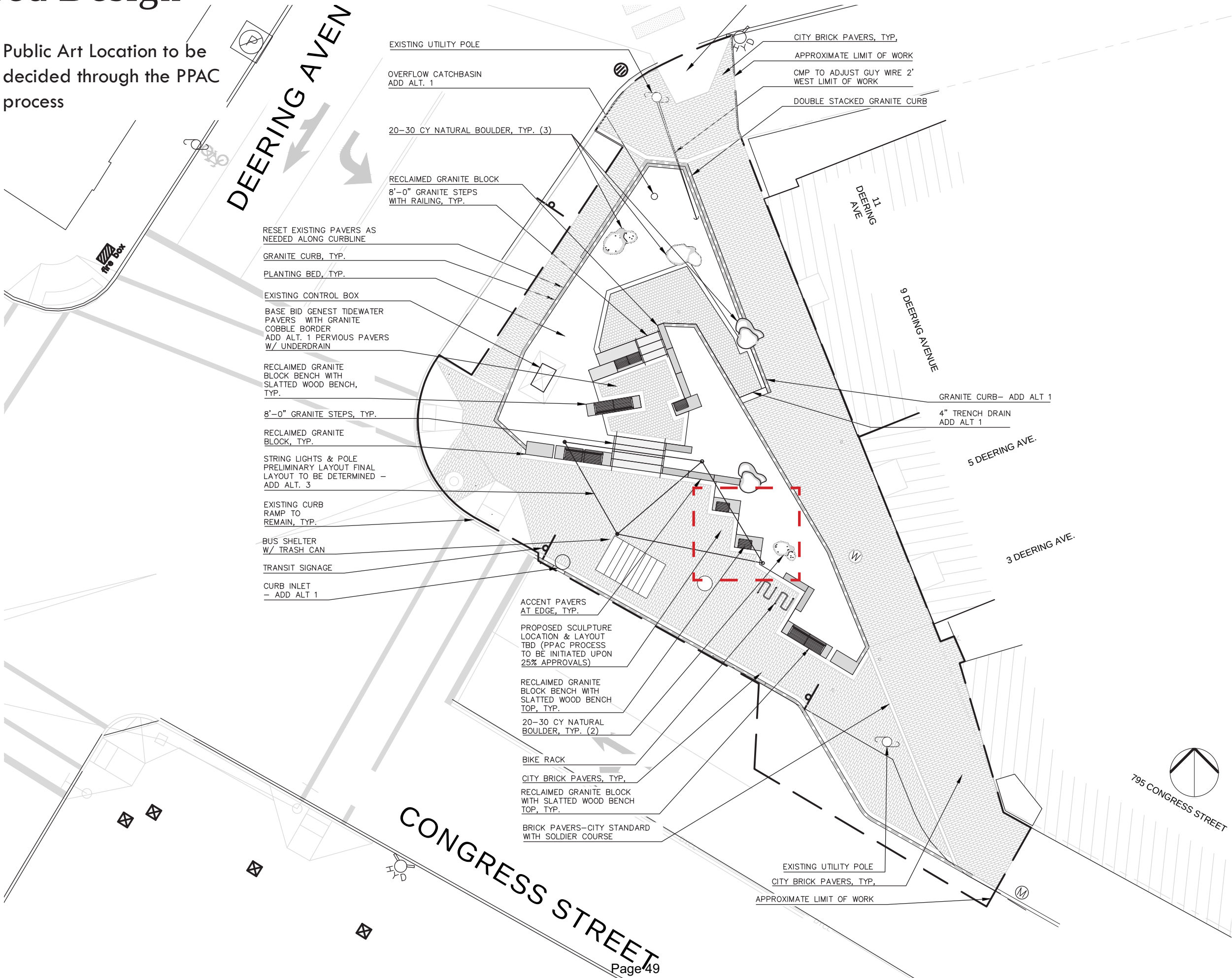
- ☐ Provide ADA-accessible connection and continuity with the surrounding neighborhoods
- ☐ Deliver an identity for the Square as a whole and integrate identities of surrounding neighborhoods
- ☐ Provide public seating that allow visitors to engage with each other, the Square, and the surrounding neighborhoods
- ☐ Provide a bus shelter
- ☐ Provide bicycle parking
- ☐ Maintain existing trees and provide additional green space or vegetation
- ☐ Be easily maintainable
- ☐ Provide the most public benefit within a limited budget

Further Considerations for Design:

- ☐ Provide child-friendly interaction
- ☐ Potential for introduction outdoor dining, play space, water feature, and/or other amenities
- ☐ Potential for stormwater management features
- ☐ Provide seasonal décor
- ☐ Incorporate rotating or permanent locally-sourced public art, possibly incorporated into functional elements of the Square, such as seating, bike racks, bus shelter, play space, water feature, etc.
- ☐ Potential for sidewalk widening on Congress Street adjacent to the plaza
- ☐ Way-finding and signage compatible with the City's way-finding plan
- ☐ Additional alternatives that may be simply added as a future phase
- ☐ Provide a bicycle maintenance station, or identify potential future location for such a station

Proposed Design

Public Art Location to be decided through the PPAC process



BRAMHALL SQUARE

Portland, Maine

CONGRESS STREET

Date:

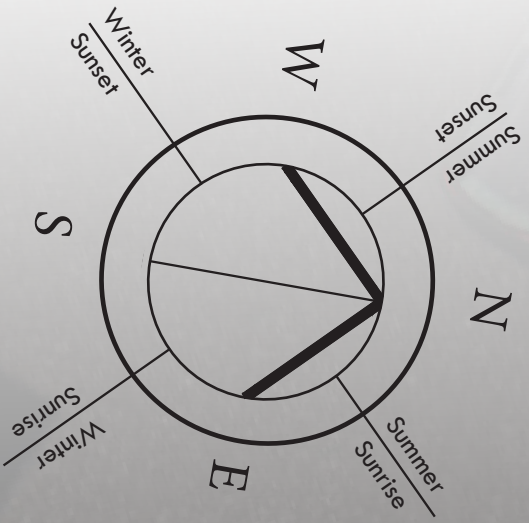
Issued For:
REVIEW

Revisions:

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Title:
LAYOUT PLAN

Public Art Location to be decided through the PPAC process



Quierro Cafe

PelotonLabs





View East on Congress Street



View Southeast on Deering Street



View Northwest on Congress Street



View West on Congress Street

Catenary Lighting Add alternative

Mitchell & Associates
Landscape Architects





View West on Congress Street

Catenary Lighting Add alternative

Night View

Mitchell & Associates
Landscape Architects









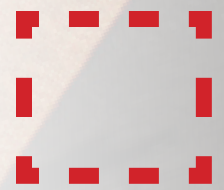
View Southeast from Sidewalk Corner of Deerng St. & Cumberland Ave.



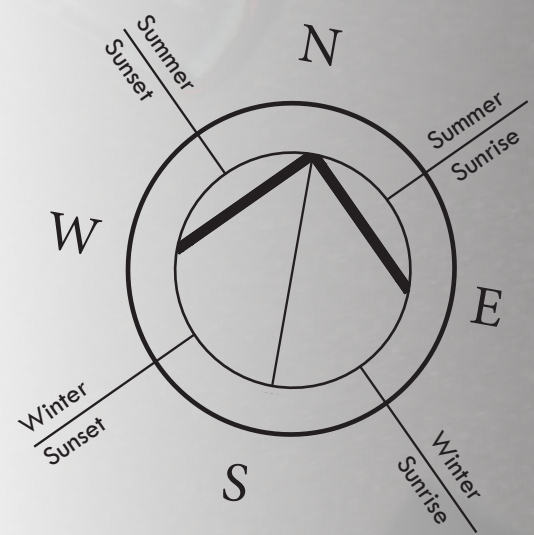
View North
from the Upper Terrace



View South
from the Lower Terrace



Public Art Location to be
decided through the PPAC
process



Quierro Cafe

PelotonLabs



UNIVERSE SYSTEM

Product Data Sheet



The Universe System is a set of simple, comfortable and universal accessories, suitable for any element that requires a seat. It was designed as a complement to Escofet's concrete backless bench collection. The system includes lightweight steel and wood benches and chairs with armrests and a backless bench and backless seat. All rest on standard backless benches or on "in situ" masonry walls. The seats are made from FSC-certified tropic wood boards with steel supports and arms and are anchored to a wall or bench with stainless steel screws and metal expansion plugs.

Bench

- The Universe System is a wall mounted bench made of lightweight steel and wood.
- Available backed or backless, in lengths of 71" (180cm) or 25" (62cm).
- Bench comes standard with Tropical Wood FSC.
- Wood is treated with a pigmented, translucent oil.
- Backed benches comes standard with arm rests.
- Straps and arm rests are zinc-plated steel and finished with silver powdercoat.

Mounting

- The Universe System is anchored to wall with screws.
- Benches can be mounted on masonry walls or some of Escofet's cast stone backless benches.

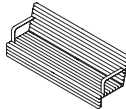
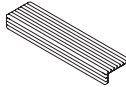
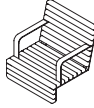
Product Warranty

- ESCOFET warrants the durability of the Universe product for a period of two (2) years from the date of invoice.
- The warranty covers the repair or replacement of the product or components at no charge.
- Notwithstanding, this warranty does not cover damages to ESCOFET products resulting from unloading; handling; installation; abuse; exposure to paint, liquids or corrosives; or any other damage not attributable to ESCOFET.
- The warranty shall also be void if ESCOFET products are tampered with, handled, removed or modified by persons not authorized by ESCOFET; or if the product has not been properly maintained by the customer.

To Specify

- To order, specify Universe System, select 71" or 25", and backed or backless.
- Bench is anchored to wall or concrete bench with screws.
- See materials/color sheet for standard Escofet color options.

Designed by Escofet 1886

	DEPTH	LEGHTH	HEIGHT	PRODUCT WEIGHT
	22"	71"	25"	84 lb
	16.75"	71"	8"	62 lb
	22"	25"	25"	44 lb
	16.75"	25"	8"	35 lb

Visit landscapeforms.com for more information. Specifications are subject to change without notice.
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DATE:	PROJECT:	TYPE:
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CATALOG NUMBER LOGIC:



*Accommodates up to 2 lens/shielding media.

CATALOG NUMBER LOGIC

Example: CY - AR - LED - TR - x53 - SP - BZW - 9 - 11 - C - 010 - MT - WC

MATERIAL

(Blank) - Aluminum B - Brass S - Stainless Steel

SERIES

CY - Catenary

FIXTURE

AR - ArtiStar

SOURCE

LED - Chip on Board Technology

HOUSING

TR - Integral Driver

LED TYPE

x52 - 10W LED/2700K x53 - 10W LED/3000K x54 - 10W LED/4000K

OPTICS

SP - Spot (15°) FL - Flood (35°) WFL - Wide Flood (60°)

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

Brass Finishes (MAC, POL, MIT)

Stainless Steel Finishes (MAC, POL)

LENS TYPE*

9 - Clear (Standard)

12 - Soft Focus 13 - Rectilinear

SHIELDING*

11 - Honeycomb Baffle

CAP STYLE

C - Flush Lens

D - 45° Less Weephole (Internal use only)

E - 90° Less Weephole (Internal use only)

F - 90° Flush Lens

CONTROL TYPE

010 - 0-10 Dimming

INC - Dimming Driver (For Use with Incandescent Dimmer - 120V only)

INPUT VOLTAGE

MT - 120-277 VAC Input

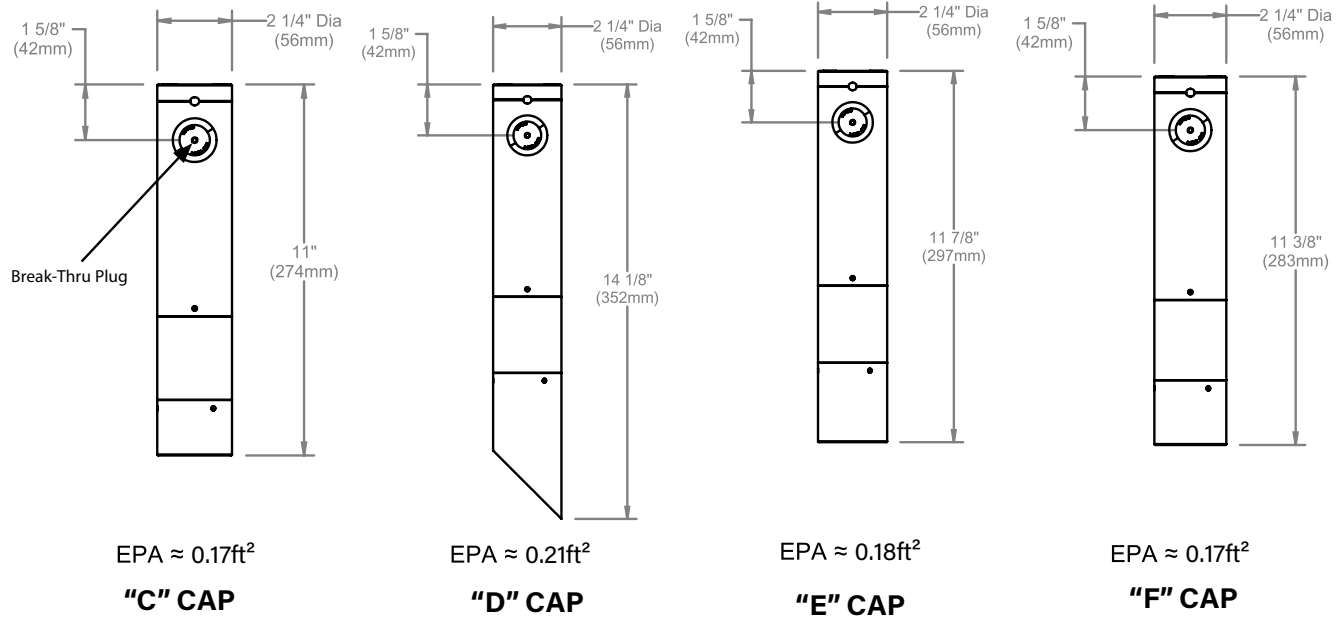
OPTION

WC - Supplemental Wire Clamp

DATE:

PROJECT:

TYPE:



* EPA shown includes fixture body

* Fixture Weight (LIST BELOW)

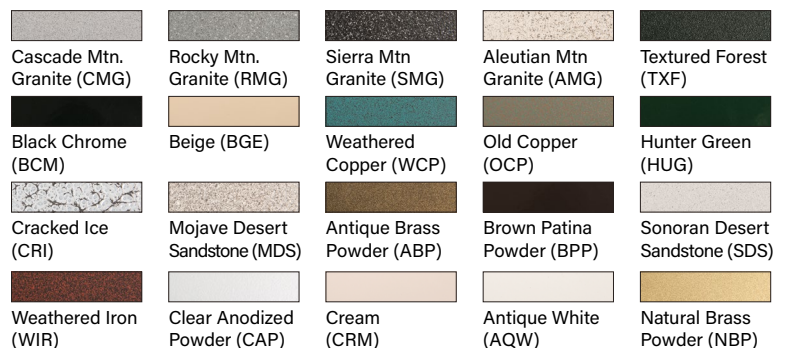
	"C" CAP	"D" CAP	"E" CAP	"F" CAP
ALUMINUM	2.72lbs	2.84lbs	2.58lbs	2.74lbs
BRASS	6.52lbs	6.89lbs	6.51lbs	6.58lbs
STAINLESS	6.19lbs	6.54lbs	6.37lbs	6.25lbs

STANDARD FINISHES



[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES

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03/28/2020 SKU - 1335
SUB-2814-00

DATE:	PROJECT:	TYPE:
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Accessories (Configure separately)

SPECIFICATIONS

ELECTRICAL	WATTAGE	10W LED
	WIRING	PVC coated, 18AWG, 150V, 60°C rated and certified to UL1838 standard. Anti-Wicking Connector prevents "wicking" through conductor insulation.
	DRIVER	For use with [1] 350mA, Class A, constant current driver. 120-277VAC (nominal) primary input voltage. 50/60Hz. >0.9 Power Factor, 0.25A input current, .20%THD (nominal at 120VAC full load). Output over-voltage, over-current, and short circuit protection with auto recovery. INC Driver - For use with Incandescent Standard TRIAC or ELV dimmers. 1-100% range, 120V Only. 010 Driver - For use with 0-10V dimmers. 1-100% range, external controls by others.
PHYSICAL	MATERIALS	Furnished in copper-free aluminum (6061-T6), brass (360) or stainless steel (304).
	BODY	Unibody design is fully machined from solid billet and provides enclosed, water-proof wireway and integral heat sink for maximum component life. High temperature, silicone 'O' Ring provides water-tight seal.
	CAP	Fully machined and accommodates up to two (2) lens or louver media.
	LENS	Shock-resistant, tempered glass lens is factory adhered to fixture cap and provides hermetically sealed optical compartment.
	LED	Integrated solid state system and modular design with electrical quick disconnects is scalable for field upgrade and maintenance. High power, forward throw source complies with ANSI C78.377 binning requirements and exceeds ENERGY STAR® lumen maintenance requirements. LM-80 certified components. Integral, constant current driver. 12VAC/VDC input. 50/60Hz. Proprietary input control scheme achieves power factor correction and eliminates inrush current. Output, overvoltage, open-circuit, and short circuit protected. Inrush current limited to <250mA (non-dimming). Conforms to Safety Std. C22.2 No. 250.13-12.
	OPTICS	Interchangeable, color-coded OPTIKIT modules permit field changes to optical distribution.
	BREAK-THRU PLUG	To create watertight seal, factory-installed break-thru plug must be used with round jacketed cable with a diameter of .130" min to .450" max (by others). 0-10V Dimming - "Use class 1 rated 18/5 or 16/5 wire rated portable cable (Such as SJTW, SJOW, SJEW) with as cable diameter not exceeding .45". The conductors utilized for 0-10V control must be housed in the same overall jacket as the line voltage conductors as there is only (1) wire entry on each side of the fixture."
	INSTALLATION	Machined aluminum clamp for use with 1/4" O.D. stainless steel aircraft cable (by others).
	COLOR MANAGEMENT	Chip On Board technology delivers natural white light. Exact color point conformity exceeds ANSI C78.377 standard. Module exceeds 80 CRI (RA>80, R9:16). Color point uniformity 2 SDCM color control for 2700K-4000K CCT.
	HARDWARE	Tamper-resistant, stainless steel hardware.
	OPTION	Supplemental wire support clamp provides extra strain relief.
	FINISH	StarGuard, our 15-stage chromate-free process cleans and conversion coats aluminum components prior to application of Class 'A' TGIC polyester powder coating and is RoHS compliant. Powder coat or metal finish options available for brass material and metal finish option only for stainless steel material.
	WARRANTY	5-year limited warranty.
	CERTIFICATION & LISTING	UL tested to IESNA LM-79. UL Listed. Certified to CAN/CSA/ ANSI Standards. RoHs compliant. Suitable for indoor or outdoor use and in wet locations. IP66 Rated. Made in USA with sustainable processes.



RoHS



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MADE IN THE USA

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03/28/2020 SKU - 1335
SUB-2814-00

LAMP & DRIVER DATA (x52, x53, x54)

DATE:

PROJECT:

TYPE:

DRIVER ELECTRICAL DATA

Type	LED Type	AC Input Range	Frequency Hz	Power Factor At Full Load (Efficiency)	THD	InRush Current	Operating Current	Operation Ambient Temperature	Dimmer Type	Dimmer Range
INC	x52 - x54	120-277VAC	50/60	> 0.9	<20%	n/a	350mA	-30° C ~ 90°C	TRIAC/ELV (120V)	10-100%
0-10	x52 - x54	120-277VAC	50/60	> 0.9	<20%	n/a	350mA	-30° C ~ 90°C	0-10V Dimming	10-100%

LM79 DATA

BK No.	LUMENS (Source)	CCT (Typ.)	CRI (Ra. Typ.)	Input Watts (Typ.)
x52	1180	2700K	80	10
x53	1230	3000K	80	10
x54	1280	4000K	80	10

L70 DATA

Minimum Rated Life (hrs.) 70% of initial lumens (L70)
50,000
50,000
50,000

OPTICAL DATA

Beam Type	Angle	CBCP
Spot	20°	2680
Flood	40°	1744
Wide Flood	60°	640

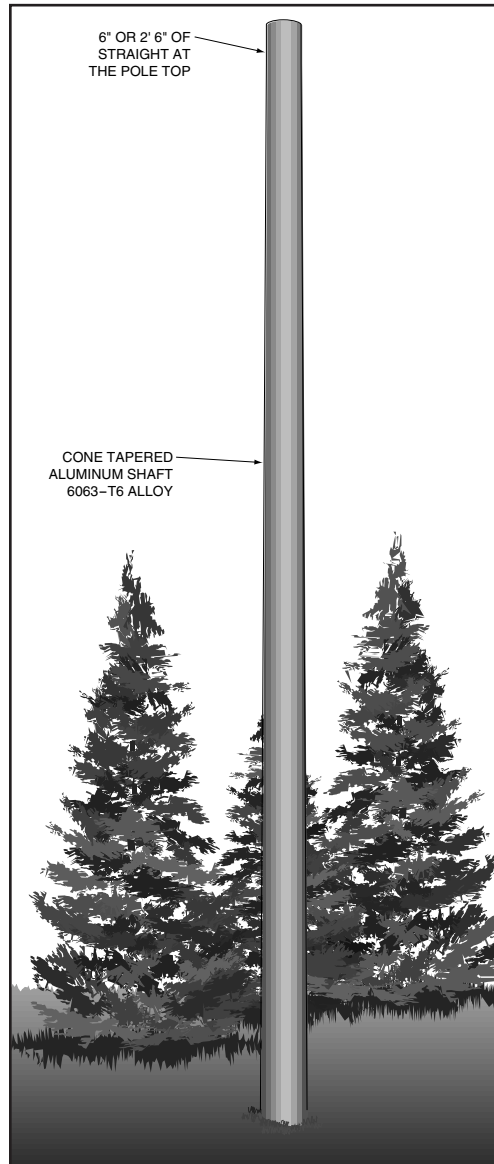
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8' TO 30' ROUND TAPERED EMBEDDED (DIRECT BURIAL) POLES



- 8' to 30' mounting heights.
- Tenons, brackets, and arms designed for single or multiple luminaire mounting.
- Luminaires may be mounted on tenons, brackets or shaft may be drilled to manufacturer's mounting specifications.

SPECIFICATIONS

All aluminum alloys shall comply with metallurgical and mechanical properties set forth in the Aluminum Association Standards.

Shaft: The shaft shall be spun tapered from all new seamless 6063 alloy aluminum tubing and shall be heat treated to produce a T6 temper. Each shaft shall have a minimum of 6" straight length at the top. Top straight section serves as a slipfitter for a luminaire or for the hub of the appropriate Valmont bracket or tapered arm. Alternatively, the straight section may be drilled for mounting luminaires. The shaft shall be cone tapered to the base diameter. All Valmont shafts shall be polished with fine grain aluminum oxide cloths, resulting in a high quality circumferential satin brushed finish. After finishing, each pole shall be wrapped for protection in shipment.

Direct Embedment: Unless otherwise specified, the length of the embedded section of a 4" diameter shaft shall be 3', 5" and 6" shall be 4', 7" and 8" shall be 5'. A 1-1/2" diameter grommetted wire inlet hole located 1' 6" below grade shall be included. The embedded section of the pole shall be coated inside and outside with zinc rich paint.

Special Finishes: Natural anodize, duranodic, or painted finishes may be specified as an addition to the satin brushed finish, if required. All aluminum parts and accessories shall receive a finish similar to that specified.

Ground Lug: Each pole shall include a 5/16"-18 tapped provision for ground connector.

Handhole: Available as an option.

Anti-Rotation Device: Available as an option.

CATALOG LOGIC

Feet and Inches	Top Diameter	Base Diameter	Wall Thickness	Shape of Shaft	Base or Mounting	Fixture Mounting	Finishes	Options
				T	E			

Feet & Inches*	Diameter*	Wall Thickness*	Shape of Shaft	Base or Mounting	Fixture Mounting	Finishes	Options
0708 - 8'	TOP DIAMETER IN INCHES	THICKNESS IN 32NDS OF AN INCH	T - Tapered Round	E - Embedded	D1 - 1@90° D2 - 2@180° D3 - 3@120° D4 - 4@90° D5 - 2@90° D6 - 3@90° P2 - 2-3/8" x 4 Tenon P9 - Other Tenon (Please Specify)	POLYESTER POWDER DBL - Black DCG - Charcoal Gray DMB - Med Bronze DSB - Steel Blue DTG - Dark Green SC - Special Color (Please Specify) ANODIZED 204 - Clear Natural 312 - Med Bronze* 335 - Black* BRUSHED SBF - Satin Brushed Finish	DBR - Bright Red DDB - Dark Bronze DNA - Natural Alum DSS - Sandstone DWH - White 311 - Light Bronze* 313 - Dark Bronze* * Duranodic Anodize See Accessory Section (Please Specify with Code #)
0908 - 10'	30 - 3"	4 - 4/32" or 0.125" Wall					
1108 - 12'	40 - 4"	5 - 5/32" or 0.156" Wall					
1308 - 14'	45 - 4-1/2"	6 - 6/32" or 0.188" Wall					
1508 - 16'	BASE DIAMETER* IN INCHES						
1708 - 18'	40 - 4"						
1908 - 20'	50 - 5"						
2408 - 25'	60 - 6"						
2908 - 30'	70 - 7"						
	80 - 8"						

* For available Base Diameter, Wall Thickness and Length Combinations, see Dimensional Load Data Table that follows.

Customer Approval:

signature

date

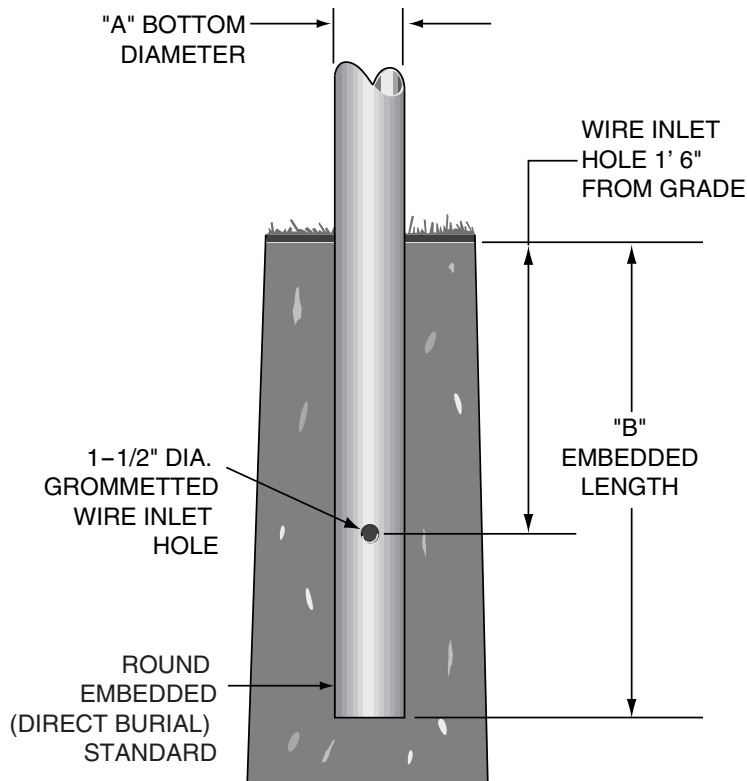
Job Name: _____ Quote: _____

Client Name: _____

Created By: _____ Date: _____

8' TO 30' ROUND TAPERED EMBEDDED (DIRECT BURIAL) POLES

ANCHOR BASE AND BOLT DETAIL



A BOTTOM DIAMETER
4"
5"
6"
7"
8"

B* EMBEDDED LENGTH
3'
4'
4'
5'
5'

* 5' minimum embedded length for Canadian market.

DIMENSIONAL AND LOAD DATA

TYPICAL WEIGHT AND ALLOWABLE SIZE OF LUMINAIRES*							DIMENSIONS OF POLES					
NOMINAL MOUNTING HEIGHT	TYPICAL LUMINAIRE WEIGHT (LBS.)	EFFECTIVE PROJECTED AREA IN SQUARE FEET AT:					EXPOSED HEIGHT	OVERALL SHAFT LENGTH	TOP	BASE	WALL	MODEL NUMBER **
		70 MPH	80 MPH	90 MPH	100 MPH	110 MPH						
8'	75	19.1	14.4	11.1	8.8	7.1	7'8"	10'8"	3"	4"	.125"	0708- 30404TE
10'	75	14.3	10.6	8.1	6.3	5.0	9'8"	12'8"	3"	4"	.125"	0908- 30404TE
12'	75	11.0	8.0	6.0	4.5	3.5	11'8"	14'8"	3"	4"	.125"	1108- 30404TE
12'	75	18.5	13.8	10.5	8.3	6.6	11'8"	15'8"	3"	5"	.125"	1108- 30504TE
14'	75	8.5	6.0	4.4	3.2	2.4	13'8"	16'8"	3"	4"	.125"	1308- 30404TE
14'	75	14.8	10.8	8.2	6.3	5.0	13'8"	17'8"	3"	5"	.125"	1308- 30504TE
16'	75	7.1	5.0	3.5	2.4	1.7	15'8"	18'8"	3"	4"	.125"	1508- 30404TE
16'	75	12.0	8.6	6.4	4.8	3.8	15'8"	19'8"	3"	5"	.125"	1508- 30504TE
16'	75	15.3	11.1	8.4	6.5	5.1	15'8"	19'8"	3"	5"	.156"	1508- 30505TE
18'	75	9.7	6.7	4.9	3.6	2.7	17'8"	21'8"	3"	5"	.125"	1708- 30504TE
18'	150	12.2	8.7	6.4	4.9	3.8	17'8"	21'8"	3"	5"	.156"	1708- 30505TE
18'	150	19.1	14.1	10.8	8.5	6.9	17'8"	21'8"	4"	6"	.156"	1708- 40605TE
20'	75	8.2	5.5	3.8	2.6	1.9	19'8"	23'8"	3"	5"	.125"	1908- 30504TE
20'	75	10.4	7.2	5.1	3.7	2.8	19'8"	23'8"	3"	5"	.156"	1908- 30505TE
25'	150	10.5	7.1	5.1	3.8	2.9	24'8"	28'8"	4"	6"	.156"	2408- 40605TE
25'	150	13.5	9.4	6.9	5.3	4.2	24'8"	28'8"	4"	6"	.188"	2408- 40606TE
30'	150	11.1	7.5	5.3	4.0	3.0	29'8"	34'8"	4"	7"	.156"	2908- 40705TE
30'	150	16.7	12.0	9.1	7.0	5.5	29'8"	34'8"	4.5"	8"	.156"	2908- 45805TE

* EPA calculations are based on a 1.3 Gust Factor. Variations from sizes listed above, available upon inquiry at the factory. Satisfactory performance of lighting poles is dependent upon the pole being properly attached to a supporting foundation of adequate design. Valmont does not design or offer recommendations for foundations.

** Model number does not include mounting options or finish designation.

SPC7073 08/07 www.valmontstructures.com carries the most current spec. information and supersedes these guidelines.