# *HISTORIC SITE PRESERVATION BOARD STAFF REPORT*

DATE: February 13, 2018 NEW BUSINESS

SUBJECT: GERGIS YOUSEF, OWNER, FOR A CERTIFICATE OF APPROVAL FOR ALTERATIONS TO "THE SHELL GAS STATION" LOCATED AT 2796 NORTH PALM CANYON DRIVE (CASE 3.1912 MAA / HSPB #99) (DN).

FROM: Department of Planning Services

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## SUMMARY:

The Historic Site Preservation Board (HSPB) will review a certificate of approval request for a Class 1 Historic Site located at the southeast corner of North Palm Canyon Drive and West Yorba Road. The proposal involves new storefront entry door, enhanced landscape/hardscape and canopy and site lighting.

## RECOMMENDATION:

Approve the proposed changes and issue a certificate of approval to the Building Official, excluding the two new light "troffers" on the westerly end of the canopy.

## PRIOR ACTIONS:

| *Related City Actions* | |
|---|---|
| June, 1963 | City Council approved a CUP for an automobile service station. |
| August, 1963 | A building permit (#B5917) was issued by the City of Palm Springs for the construction of an automobile service station. |
| February, 1964 | Concrete cylinder compression test report for the concrete canopy for the service station (copied to William F. Cody, The Shell Oil Company, Myers Brothers, Massey Rock and the Palm Springs Building Department). |
| June 13, 1984 | Planning Commission approved Case 3.676 for an addition and renovation of the service station. |
| August 28, 1984 | A building permit (#B4405) for "*remodel and addition to existing service station for self service attendant booth and enlarged sales area…*" was issued. |
| June 12, 1996 | Planning Commission approval of a Conditional Use Permit (Case 5.0712 CUP) for a 467 square foot mini-mart / convenience store use at the subject site. |
| August 7, 2000 | Architectural approval of a new fascia on the building. |

| *Related City Actions* | |
|---|---|
| October 9, 2000 | A building permit (B41629) for interior remodeling. |
| December 5, 2003 | Architectural approval for installation of a 500-gallon propane tank. |
| 2004 | One of 100 buildings identified in the city-wide historic resource survey. |
| May 13, 2015 | Planning Commission reviewed proposed addition and renovation project and referred the item to the HSPB for comment. |
| June 9, 2015 | HSPB reviewed the project and made recommendations to the Planning Commission. |
| June 10, 2015 | Planning Commission approved proposed addition and renovation. |
| June 19, 2015 | Appeal of the Planning Commission's approval of June 10, 2015 was filed by the Palm Springs Modern Committee. |
| September 2, 2015 | City Council upheld Appeal of the Planning Commission decision of June 10, 2015 and referred the item back to the Planning Commission for further consideration. |
| January 12, 2016 | HSPB initiated study pursuant to PSMC 8.05.135 to consider possible designation of Class 1 historic designation of the site. |
| May 25, 2016 | Planning Commission considered a revised proposal from the building owner for interior renovation of the building to eliminate the service garage and expand the convenience store use. The Commission tabled the matter until further study was conducted, allowing the HSPB and City Council to consider Class 1 historic status for the site. |
| June 15, 2016 | The building owner submitted a revised application seeking no physical change to the structure and to amend the CUP for the convenience store and auto service station use for accessory sale of alcohol. |
| July 13, 2016 | Planning Commission approved an amendment to the CUP for the convenience store and auto service station use for accessory sale of alcohol. |
| December 13, 2016 | The HSPB voted 5-0-2 (Dixon / Marsh absent) to recommend Class 1 historic site designation of 2796 North Palm Canyon Drive. |
| January 4, 2017 | City Council designated the site Class 1 historic by Resolution 24151-1 (attached to this report). |

## BACKGROUND AND SETTING

The site is one of the first auto-related services present upon entering the northwesterly portion of the City. The service station reflects commercial development of the postwar period in Palm Springs, largely resulting from the expanded use and popularity of automobiles in America.

STAFF ANALYSIS:

The property owner is pursuing a remodel to the site to replace the automobile service bays with convenience/retail space. As a part of this renovation, there will be changes to the exterior which include the following:

1. Replace the main pedestrian entry from a single panel glass door to a dual entry door;
2. Remove the appended metal parapet on the west facade above the existing stone;
3. Remove the surface mounted light boxes on the underside of the concrete canopy and upgrade the exterior site lighting as follows:
    a. Retrofit the recessed light "troffers" with LED lighting;
    b. Install two new recessed troughs with LED lighting on the westerly end of the canopy to match the others;
    c. Install nine freestanding light poles around the parking areas;
4. Remove roof-mounted condensing unit and install two new condensers on the ground at the rear of building; and
5. Upgrade the existing landscaping.

As a part of the analysis for the proposal, staff reviewed and considered the Council's resolution designating the site historic. Chapter 8.05 of the Municipal Code was also analyzed as it relates to the required findings for the issuance of a Certificate of Approval.

When designating the site historic, the Council defined historic characteristics of the site that were important to the designation and other non-contributing elements of the site that were not. The following were deemed significant features to the designation of the site:

- *The very thin cast-in-place, reinforced concrete upper canopy supported on evenly spaced thin steel columns, including the thin fascia profile.*
- *The "expressed structure" of the "X"-bracing as ornament on the underside of the concrete canopy.*
- *The integral recessed light "troffers" in the underside of the canopy.*
- *The "floating" effect of the canopy above the masonry and glass service / market building created by the visual separation between the top of the service / market building and the upper canopy.*
- *The clerestory windows set within very thin aluminum frames which allow the service bay to be taller in height, while still appearing structurally separate from the concrete canopy above. These windows, shielded from direct sun by the deep cantilever of the concrete roof plane, also flood the service bay with ample natural light.*
- *The "solid masonry box" comprised of slump-stone concrete block that contains the service bay alongside the "glass box" of the attendant's office, (this "glass box" characteristic created by a floor-to-ceiling glass and aluminum curtain wall*

*was removed in the 1980's mini-mart addition, but could be rebuilt to again convey this feature.*

- *The "visual movement" created by the lower "box building" which seems to be sliding out from under the taller concrete canopy, further enhanced by the separation of the lower building from the columns of the upper canopy.*
- *The use of commonly available, mass-produced, rustic slump stone concrete masonry units that provide texture and contrast to the full-height glass of the original attendant's office.*
- *The corrugated metal overhead doors of the service bay (east and north side of the building).*
- *The thin-roofed "porte-cochere" on the south façade of the building including the perforated metal plank ceiling panels.*

Elements listed in the Council resolution that do not contribute to the site's historic significance include:

- *Those portions of the building that comprise the 1984 addition.*
- *The gasoline pumps (recently replaced).*
- *The asphalt parking areas and drive areas.*
- *The storage sheds and gasoline vapor recovery apparatus on the east side of the building.*
- *The metal halide surface mounted light boxes on the underside of the concrete canopy.*
- *The signage on site.*

The replacement of the entry door occurs on the façade of the 1984 addition and will have no impact on the significant historic features of the site that currently exist. The removal of the metal parapet above the existing westerly stone wall will improve the visibility of the "X"-bracing on the underside of the concrete canopy and enhance the canopy's "floating" effect above the market building. These historic features will also have greater visibility with the removal of the rooftop condensing unit.

The lighting enhancements to the site will return the site closer towards its original design, while utilizing the latest technology to improve nighttime illumination. This will occur with the removal of the non-contributing light boxes, retrofitting of the light "troffers" and installing nine free-standing light fixtures around the site. However, the applicant states two new openings are required on the westerly end of the canopy, which will be saw cut to match the other "trough" openings in size, shape and profile. Staff does not believe these two new fixture openings are necessary and may detract from the historic characteristics of the site, particularly the rhythm of canopy underside and the "X"-bracing ornamental design (as depicted in the photograph on the following page). If the Board issues a Certificate of Approval, staff recommends these two fixtures be excluded from such approval.

*Image of Westerly End of Canopy Underside:*


REQUIRED FINDINGS:

Pursuant to Municipal Code Section 8.05.190, the Board shall consider the following in reviewing and acting upon a certificate of approval application:

> *(1) The historic value and significance, or the architectural value and significance or both, of the structure and its relation to the historic value of the surrounding area*;

The historic value and significance of the site was defined by the City Council when designating the site historic on January 4, 2017. The project will generally enhance these historic characteristics by the removal of afterthought attachments to the building. These include the removal of rooftop mechanical, metal parapet and protruding light boxes. The original recessed light "cans" in the canopy will be retrofitted with LED lighting, which will add to the historic and architectural value and significance.

The other changes will enhance the property and allow adaptive re-use of the building.

*(2) The relationship of the exterior architectural features of any structure to the rest of the structure itself and to the surrounding area*;

The relationship of architecturally significant features will be improved by the project. Additional exposure of the canopy underside will be accomplished by the removal of a portion of the metal parapet and a rooftop mechanical unit. The canopy's thin profile and ornamental "X"-bracing will be enhanced with the removal of the "box" lights to the canopy's underside and retrofit of the recessed light "troughs" with LEDs.

Two new recessed fixtures are proposed at the westerly end of the canopy underside. However, these fixtures cannot be located in a similar position as the other existing fixtures which are centered between the "X"-bracing and support posts. The new fixtures would be off-set closer to the support post and depart from the original design. This disrupts the simplicity and rhythm of the canopy underside and should be eliminated from the project.

*(3) The general compatibility of exterior design, arrangement, texture and material which is proposed by the applicant*;

The proposed alterations are compatible in material, scale and overall aesthetic of the original historic site. The exterior design will remain consistent with the building's historic construction, including colors, materials, finishes and material arrangements. However, the arrangement of the two new recessed light fixtures in the canopy would detract from the architectural design and general compatibility. Therefore, it is recommended that these two fixtures be removed from the project.

(4) Archaeological or ecological significance of the area.

There are no known archeological or ecological significance at this site.

ENVIRONMENTAL ASSESSMENT

The proposed alteration of the Tahquitz Plaza is deemed a Project under the guidelines of the California Environmental Quality Act (CEQA). Pursuant to Section 15064.5 "*Determining the Significance of Impacts on Historical and Unique Archeological Resources",* the project site is a "historic resource" under CEQA because it is listed in the local register of historic resources (Class 1, HSPB #97).

CEQA allows for a Class 31 Categorical Exemption (*Historical Resource Restoration / Rehabilitation)* for projects involving maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

The project will not impact the site to the level of "a substantial adverse change" nor will it "materially impair" the significant defining historic characteristics of the building. In fact, there are changes to retrofit lighting and improve visibility of historically significant features. Therefore, pursuant to Section 15331 (Historical Resource Restoration/ Rehabilitation) of CEQA, a Class 31 Categorical Exemption is proposed for the project.

CONCLUSION:

The applicant proposes to remodel the Class 1 historic gas station and make exterior retrofits and upgrades. Staff believes the changes enhance the physical defining characteristics that contribute to the site's historic significance, but recommends the two new light fixtures on the westerly end of the canopy be eliminated. With this change to the project, staff believes the proposal is consistent with the City's Municipal Code Section 8.05.190 for granting a certificate of approval.

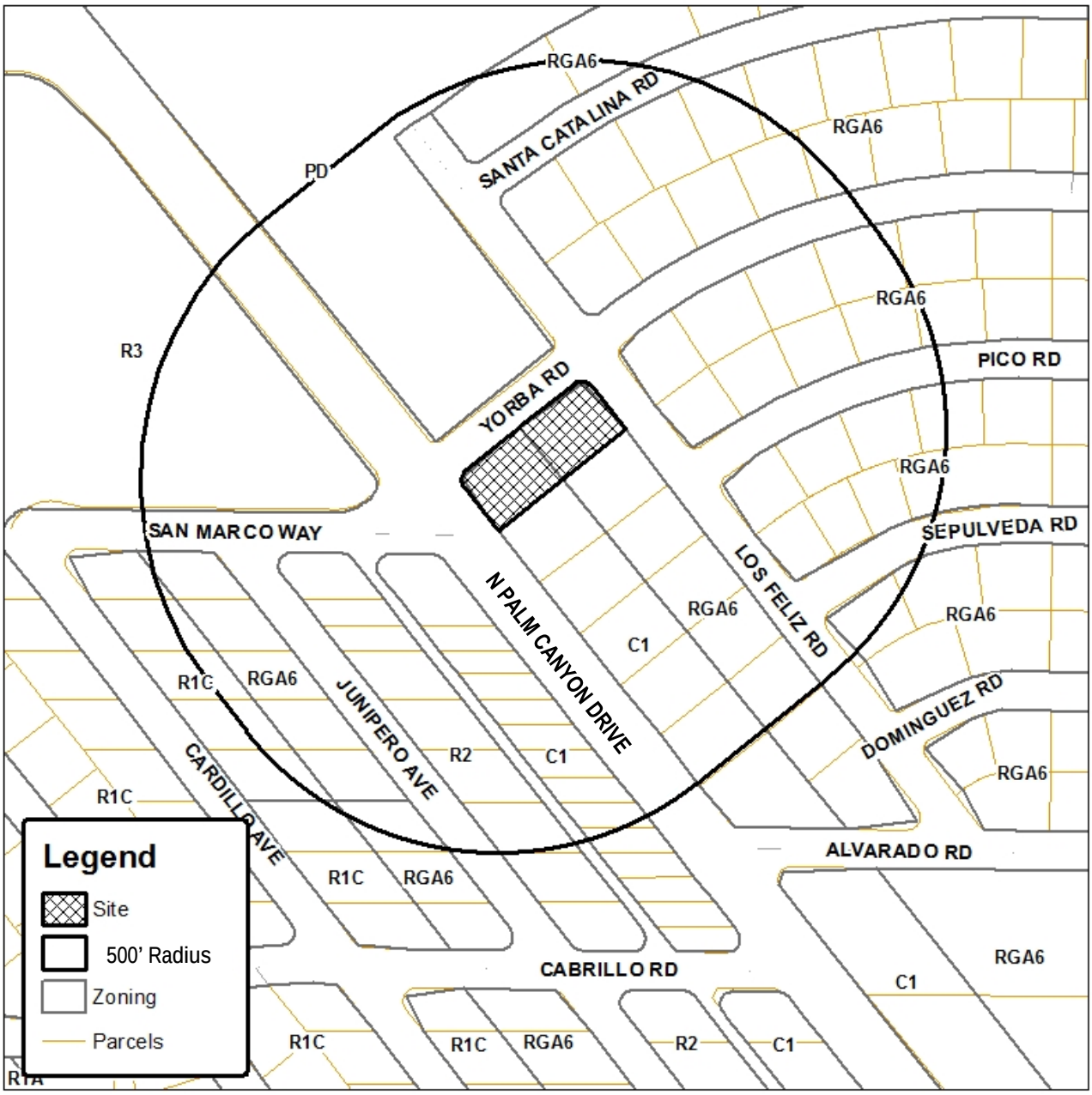
David A. Newell
Associate Planner

Flinn Fagg, AICP
Director of Planning Services

Attachments:

1. Vicinity Map
2. City Council Resolution 24151-1
3. Email on Lighting
4. Landscape Rock Material
5. Landscape Plan, Site Photometric Plan and Elevation/Roof Plan

# Department of Planning Services
# Vicinity Map




CITY OF PALM SPRINGS
HSPB 99 & 3.1912 MAA
2796 North Palm Canyon Drive

RESOLUTION NO. 24151-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, DESIGNATING THE PROPERTY LOCATED AT 2796 NORTH PALM CANYON DRIVE, "THE TRAM WAY SHELL GAS STATION", A CLASS 1 HISTORIC SITE, AND DETERMINE THE PROJECT AS EXEMPT FROM CEQA (HSPB 99) (ZONE C-1 / RGA-6 / RESORT COMBINING ZONE) (APN 504-091-001).

THE CITY COUNCIL FINDS AND DETERMINES AS FOLLOWS:

A. On January 12, 2016 at a regularly scheduled meeting of the Historic Site Preservation Board (the "Board"), the Board initiated study pursuant to Municipal Code Section 8.05.135 on the parcel located at 2796 North Palm Canyon Drive, "The Tram Way Shell Gas Station", to consider the possible historic significance of the parcel.

B. The City commissioned the professional services consultant, Architectural Resources Group ("ARG") to investigate the possible historic significance of the parcel and produce a historic resources report (the "Report" or "ARG Report") summarizing their findings. The Report was received by the City on October 6, 2016 and was distributed to members of the Board at their regularly scheduled meeting of October 11, 2016. A revised version of the Report was distributed dated December 5, 2016 that corrected minor details in the Report.

C. On October 17th, October 24th, October 26th and November 3rd, 2016, members of the Board and City staff conducted inspections of the subject site to further inform themselves on its possible historic significance.

D. A written notice of a public hearing of the Board was issued in accordance with applicable law.

E. On December 13, 2016 a noticed public hearing to consider Case HSPB 99 was held by the Board in accordance with applicable law.

F. The proposed historic site designation is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical changes to the environment, directly or indirectly.

G. At said meeting the Board carefully reviewed and considered all of the evidence presented in connection with the hearing on the project, including, but not limited to, the

staff report, the ARG Report, and all written and oral testimony presented and voted 5-0-2 (Dixon / Marsh absent) to recommend that the City Council designate the site at 2796 North Palm Canyon Drive "The Tram Way Shell Gas Station" as Class 1 historic site HSPB #99.

H. A written notice of public hearing of the City Council was issued in accordance with applicable law.

I. On January 4, 2017 a noticed public hearing to consider Case HSPB 99 was held by the City Council in accordance with applicable law. At said meeting the City Council carefully reviewed and considered all of the evidence presented in connection with the hearing on the project, including, but not limited to, the staff report, the ARG Report, and all written and oral testimony presented

J. REQUIRED FINDINGS: In considering a recommendation for Class 1 historic designation, pursuant to PSMC 8.05.160, the City Council must make findings that the purposes of the Historic Preservation chapter are furthered by designation of such property as a historic site or district. The purpose of the Historic Preservation chapter of the Municipal Code is outlined in PSMC 8.05.010:

> *This chapter is adopted pursuant to the authority of (California) Government Code Section 37361 for the purpose of preserving areas and specific buildings of the city which reflect elements of its cultural, social, economic, political, architectural and archaeological history. This chapter is intended to stabilize and improve buildings, structures or areas which are considered to be of historical, architectural, archaeological or ecological value, to foster civic beauty, to strengthen the local economy and to promote the use of specific buildings for the education and welfare of the citizens.*

The Council determines that Class 1 designation of the Tram Way Shell Gas Station would further the purpose of the historic preservation ordinance because the site reflects elements of the City's architectural, social, and cultural history and meets the definition of a historic site as follows:

Definition of a Historic Site. Palm Springs Municipal Code (PSMC) Section 8.05.020 provides the definition and criteria against which the City Council must evaluate a site for consideration of possible historic designation. The City Council determines the site meets the definition of a historic site in the following ways:

*(a) Historic Site.*

*An historic site is any real property such as: a building; a structure, including but not limited to archways, tiled areas and similar architectural elements; an archaeological excavation or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic effect and:*

The site is significant because of its design, which is reflective of the minimalist aesthetic of the mid-century modern period, the type of construction, and its association with an architect of regional significance and because it meets the following criteria that comprise the definition of a historic site:

*Criterion 3: That reflects or exemplifies a particular period of the national, state or local history; or*

The ARG Report states that the site exemplifies the post-World War II period of development of Palm Springs during which the City grew from a relatively small town of custom-designed homes and businesses in traditional "revival" styles of architecture to a world-renowned resort community in which businesses, developers and homeowners embraced the bold, minimalist forms of Modern-era architecture.

Development in Palm Springs during the post-World War II period also reflected the growth of the "auto-related culture" in the United States – a period in which service stations, drive in and drive through restaurants, banks, movie theaters, and other "auto-centric" building forms became popular and common. The ARG Report notes that the subject property is a product and reflection of postwar transportation trends and the effect it had on auto-related commercial development.

More specifically, in this period, the City's Planning Commission and City Council determined that the service stations in Palm Springs, although utilitarian in nature, should be as beautiful, stylish and well-designed as other more fashionable building types. Six gas stations were designed by notable architects during this period, of which only two survive (the Tram Way Esso / Enco service station, now the Palm Springs Visitor's Center at 2901 North Palm Canyon Way[1], and the station at 2796 North Palm Canyon Drive.

*Criterion 4: That embodies the distinctive characteristics of a type, period or method of construction;*

The ARG Report notes that Cody's Shell Gas Station design is exemplary of the mid-century modern design aesthetic. It is also a notable example of thin-shell reinforced concrete building technology. The technology behind modern thin-shell reinforced concrete began to develop in the early 1920's and was used in many innovative structures worldwide. In terms of the evolution of design of automobile service and fueling stations, the site also reflects the "stylized box", a simple building typology with bold forms (noted in the expansive concrete canopy) intended to capture the attention of motorists. The vast area of the concrete canopy also pre-saged the much larger gasoline service station canopies that began to emerge nationally in the 1980's and 1990's.

[1] Various references denote the Tram Way station carried both the Enco and the Esso brand names.

*Criterion 5: That presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value;*

The design of the building on the site is credited to architect William F. Cody (1916 – 1978). As noted in the ARG Report, Cody is an accomplished architect who practiced in the Palm Springs area during the peak of the mid-century modern era, from about 1942 until 1972. Cody designed a number of notable structures in Palm Springs, and throughout the Coachella Valley, the southwestern United States, Mexico and Cuba. As noted in the ARG Report, Cody's designs have been celebrated for their unique minimalist aesthetic and include The Del Marcos Hotel (1947, HSPB #78), The Thunderbird Country Club (1950), L'Horizon Hotel (1952), The Palm Springs Spa Resort (1960), The Racquet Club Cottages West (1960, HSPB #88 / HD-3), The James Abernathy Residence (1962, HSPB #86), Saint Theresa's Catholic Church (1968), the Palm Springs Library Center (1972) and others. Cody is considered one of the preeminent architects from the mid-century modern period and whose work contributed to the unique modernist design aesthetic that has become known as "desert modern".

Based on the above, the Council determines that Class 1 historic site designation of the parcel located at 2796 North Palm Canyon Drive, "The Tram Way Shell Gas Station" would further the purpose of the City's historic preservation ordinance.

K. Defining historic characteristics of the site. The City Council determines that the physical defining characteristics that contribute to the site's historic significance are:

- The very thin cast-in-place, reinforced concrete upper canopy supported on evenly spaced thin steel columns, including the thin fascia profile.
- The "expressed structure" of the "X"-bracing as ornament on the underside of the concrete canopy.
- The integral recessed light "troffers" in the underside of the canopy.
- The "floating" effect of the canopy above the masonry and glass service / market building created by the visual separation between the top of the service / market building and the upper canopy.
- The clerestory windows set within very thin aluminum frames which allow the service bay to be taller in height, while still appearing structurally separate from the concrete canopy above. These windows, shielded from direct sun by the deep cantilever of the concrete roof plane, also flood the service bay with ample natural light.
- The "solid masonry box" comprised of slump-stone concrete block that contains the service bay alongside the "glass box" of the attendant's office, (this "glass box" characteristic created by a floor-to-ceiling glass and aluminum curtain wall was removed in the 1980's mini-mart addition, but could be rebuilt to again convey this feature.
- The "visual movement" created by the lower "box building" which seems to be sliding out from under the taller concrete canopy, further enhanced by the separation of the lower building from the columns of the upper canopy.
- The use of commonly available, mass-produced, rustic slump stone concrete

masonry units that provide texture and contrast to the full-height glass of the original attendant's office.
- The corrugated metal overhead doors of the service bay (east and north side of the building).
- The thin-roofed "porte-cochere" on the south façade of the building including the perforated metal plank ceiling panels.

L. Non-contributing elements. Those aspects of the site which the City Council believes do not contribute to its historic significance include the following:

- Those portions of the building that comprise the 1984 addition.
- The gasoline pumps (recently replaced).
- The asphalt parking areas and drive areas.
- The storage sheds and gasoline vapor recovery apparatus on the east side of the building.
- The metal halide surface mounted light boxes on the underside of the concrete canopy.
- The signage on site.

THE PALM SPRINGS CITY COUNCIL HEREBY RESOLVES:

Based upon the foregoing, the City Council of the City of Palm Springs, California hereby designates the parcel located at 2796 North Palm Canyon Drive "The Tram Way Shell Gas Station", (APN #504-091-001), a Class 1 Historic Site #HSPB 99.

ADOPTED THIS 4TH DAY OF JANUARY, 2017.

DAVID H. READY, Esq., Ph.D.

ATTEST:

KATHLEEN D. HART, MMC
Interim City Clerk

## CERTIFICATION

STATE OF CALIFORNIA )
COUNTY OF RIVERSIDE ) *ss.*
CITY OF PALM SPRINGS )

I, KATHLEEN D. HART, Interim City Clerk of the City of Palm Springs, California, do hereby certify that Resolution No. 24151-1 is a full, true, and correct copy, and was adopted at a regular meeting of the City Council held on 4th of January, 2017, by the following vote:

| | |
|---|---|
| AYES: | Councilmembers Kors, Mills, Roberts, Mayor Pro Tem Foat, and Mayor Moon |
| NOES: | None |
| ABSENT: | None |
| ABSTAIN: | None |
| RECUSED: | None |

KATHLEEN D. HART, MMC
Interim City Clerk

## David Newell

**From:** Ralph Raya <rraya@mrc-e.com>
**Sent:** Wednesday, February 07, 2018 5:15 PM
**To:** David Newell
**Cc:** Fernando Rodriguez
**Subject:** RE: Palm Springs - Gas Shell Station
**Attachments:** IWTG-PLATE 1.pdf

David,

The product proposed is a custom retrofit plate that would fit into the entire opening of the opening. Mounted flush on the plate will be IP rated weatherproof LED modules with drivers mounted on the backside of the plate. The number of modules will depend on the length of the opening. The finish of the plate will be painted to match the color of the building.

Because of the unique design of the opening, there are no standard products in the marketplace to fit into the existing opening and provide the illumination required.

I have also attached a drawing of a plate for a retrofit project at the Indian Wells Tennis Gardens. The only difference is that the Shell station plate will be longer and have a few more modules on them.

Let me know if you have any additional questions.

Thanks, Ralph

*MRC Engineering, Inc.*
MEP Engineering & Lighting Consulting
1494 Union Street, Suite 802, San Diego, California 92101
Palm Desert | Irvine | San Diego | Kansas | Missouri
Direct: 760-437-5291 | O: 760-340-9005 x101 | C: 760-902-9048

**From:** David Newell [mailto:David.Newell@palmspringsca.gov]
**Sent:** Wednesday, February 7, 2018 4:07 PM

**To:** Ralph Raya <rraya@mrc-e.com>
**Subject:** RE: Palm Springs - Gas Shell Station

Hi Ralph,

Do you happen to have a profile view of the fixture and its cover?

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**From:** Ralph Raya [mailto:rraya@mrc-e.com]
**Sent:** Wednesday, February 07, 2018 10:02 AM
**To:** David Newell
**Cc:** Fernando Rodriguez
**Subject:** RE: Palm Springs - Gas Shell Station

David,

The 2 fixtures at the end of the canopy would be mounted recessed like the others. The contractor would saw cut the canopy to match the other recess openings. Based on my site investigation with the contractor this can be easily accomplished.

The 2 end fixtures are required to properly illuminate the drive and pump area.

If you have any additional questions please contact me.

Thank you,

**Ralph Raya**
President

*MRC Engineering, Inc.*
MEP Engineering & Lighting Consulting
1494 Union Street, Suite 802, San Diego, California 92101
Palm Desert | Irvine | San Diego | Kansas | Missouri
Direct: 760-437-5291 | O: 760-340-9005 x101 | C: 760-902-9048

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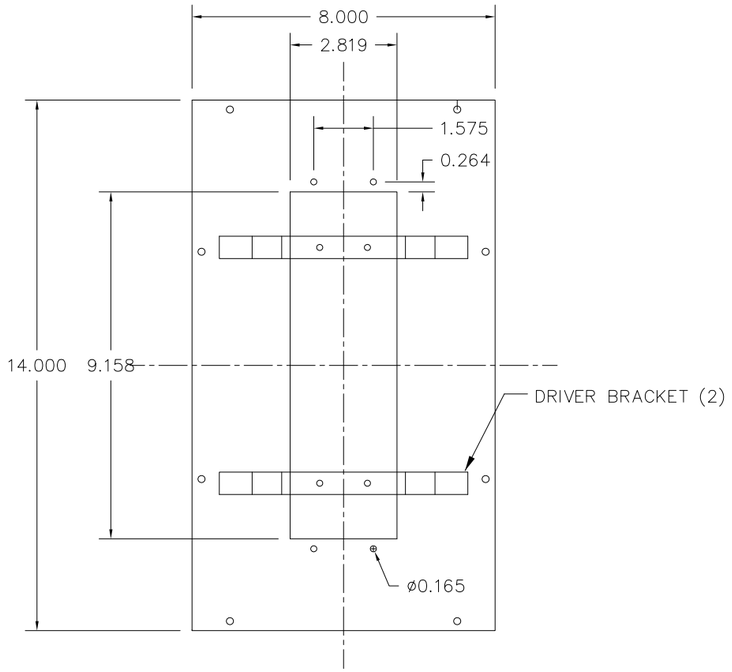
**From:** David Newell [mailto:David.Newell@palmspringsca.gov]
**Sent:** Wednesday, February 7, 2018 9:42 AM
**To:** Fernando Rodriguez <frodriguez@mrc-e.com>
**Cc:** Ralph Raya <rraya@mrc-e.com>
**Subject:** RE: Palm Springs - Gas Shell Station

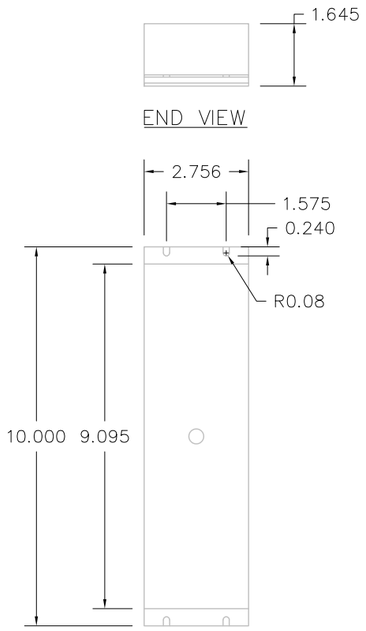
Hi Fernando,

Thank you for sending the revised plan. There is one issue with the two fixtures at the westerly end of the canopy. These are proposed where there are no existing recessed lighting channels. How will these be installed? Or are these shown in error?

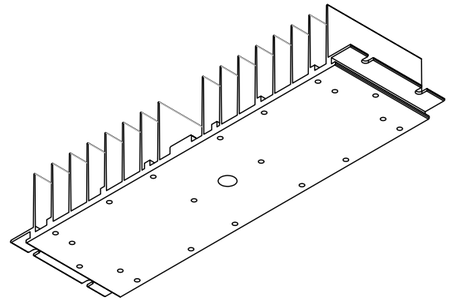
David A. Newell
Associate Planner
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, California 92262



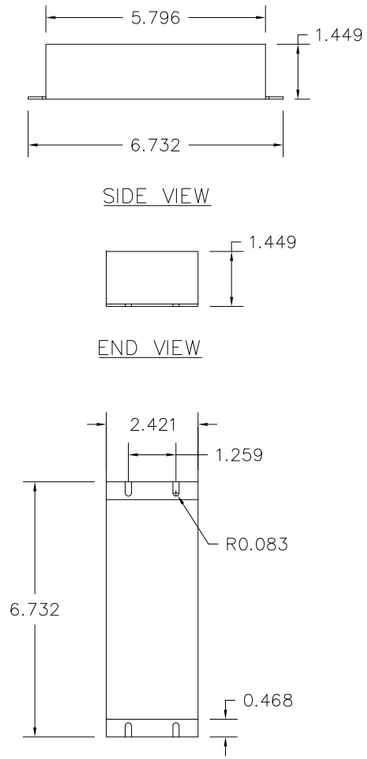

LED PLATE TOP VIEW
SCALE: 3" = 1'0"



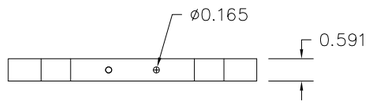

LED MODULE BOTTOM VIEW
SCALE: 3" = 1'0"

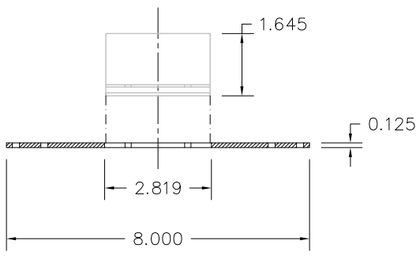


LED MODULE VIEW
SCALE: NOT TO SCALE

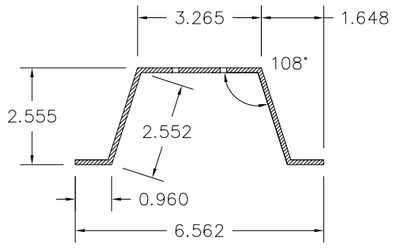



LED MEANWELL HLG-40 DRIVER
SCALE: 3" = 1'0"

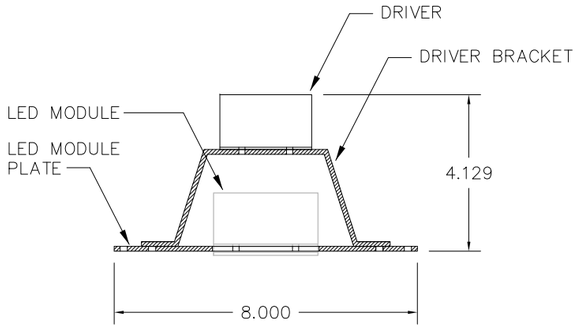


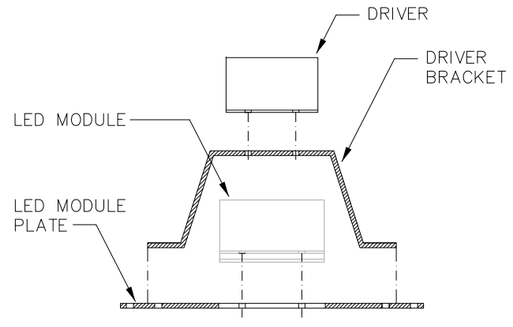

LED PLATE SIDE VIEW
SCALE: 3" = 1'0"




LED DRIVER BRACKET
SCALE: 3" = 1'0"




ASSEMBLED MODULE PLATE
SCALE: 3" = 1'0"




MODULE PLATE PARTS – END
SCALE: 3" = 1'0"



PROJECT:
LED RETRO-FIT PLATE / HOUSING
INDIAN WELLS TENNIS GARDEN, INDIAN WELLS

*BRADLEY LIGHTING, INC.*
34300 Gateway Drive, Suite 120, Palm Desert, Ca., 92211
760-565-5557 www.bradleylighting.com

DESCRIPTION:
30 WATT
LED MODULE PLATE

REVISIONS:

DRAWING NUMBER: #1
DATE: 1-4-16
DESIGN BY: RR
DRAWN BY: STAFF


Gray Gravel

Mojave Gold Gravel

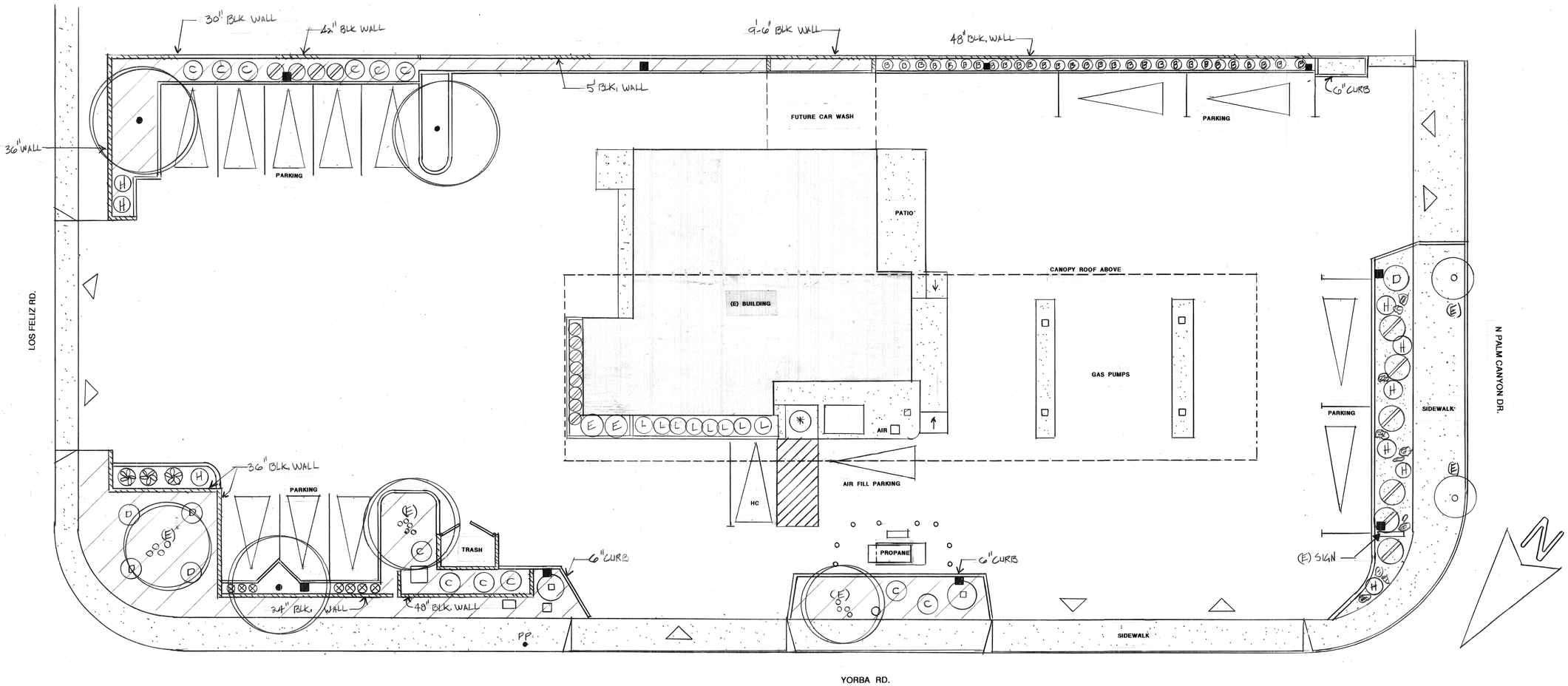
Landscape Gravel / Boulders

Gray Boulders

## Plant Legend

| | | Size | Qty. |
|---|---|---|---|
| O | Existing Olive Trees | | 3 |
| + | Existing Palm Trees | | 2 |
| • | Cercidium Desert Museum - Palo Verde | 15G | 3 |
| * | Beaucarnea Recurvata - Pony Tail palm | 15G | 1 |
| a | Caesalpinia pulcherrima - Mex. Bird of paradise | 5G | 2 |
| C | Cassia Nemophila - Desert Senna | 5G | 12 |
| D | Dasylirion Wheeleri - Desert Spoon | 5G | 4 |
| ⊗ | Euphorbia Milli - Dwarf Crown of Thorns | 5G | 7 |
| ⊘ | Evolvulus Nattalliannus - Blue Eyes | 1 PINT | 18 |
| H | Hesperaloe Parvifolia Red Yucca | 5G | 9 |
| ✳ | Aloe Barbadensis - Aloe Vera | 5G | 3 |
| E | Eremophilla Maculata Valentine | 5G | 2 |
| L | Lantana Montevidensis - Purple | 5G | 8 |
| B | Baccharis - Thompson | #1 POTS | 29 |
| | | | |
| | Gray Granite Boulders | | |
| | 3/8" Mojave Gold Gravel | | |
| | 3/8" Gray Gravel | | |

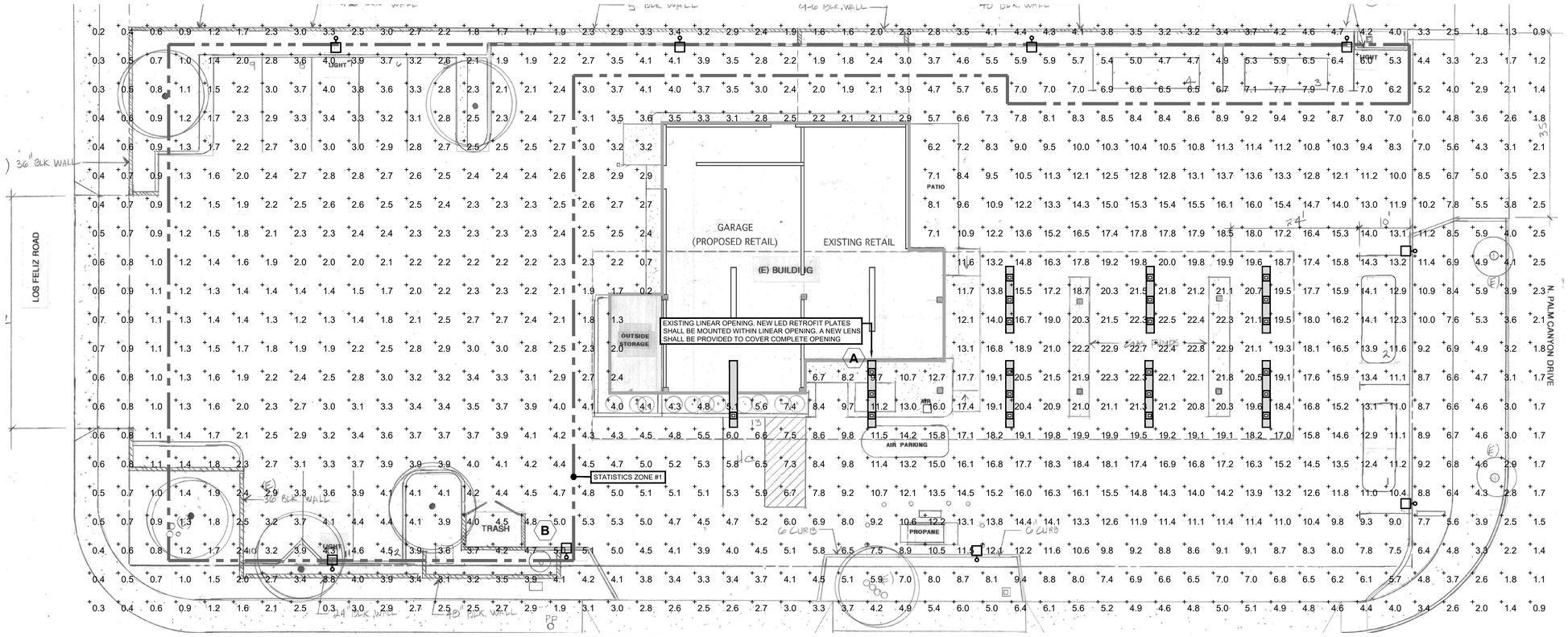
■ LED AREA LIGHT




# LANDSCAPE PLAN

1" = 10'

**SHELL STATION & MINI-MART**
**2796 N PALM CANYON DRIVE**




PHOTOMETRIC SITE PLAN

SCALE: 1"=10'-0" | 2

BRADLEY LIGHTING

TYPE: _____ PROJECT NAME: _____

## BLR SERIES

LED RETRO-FIT MODULES

***"Achieve significant energy saving without sacrificing site aesthetics"***

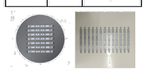
*The "BLR" Series LED Retro-fit option allows existing commercial, public, retail and office projects to upgrade existing lighting systems without the expense of replacing entire lighting fixtures.*

*PRODUCT FEATURES*

- *Philips Lumiled chips*
- *Life: L70 (100,000 hours at 77f (25c)*
- *Up to 115 lm/w efficacy*
- *Patent Pending LED module design for superior cooling & durability*
- *Wide range of wattage selections from 20 watt to 300 watt*
- *CETL/CUL, ROHS and DLC Listed*
- *IP65 Rated to protect against dust, oil, water and non-corrosive materials*
- *Available voltages includes 120V to 277V and up to 480V*
- *Power factor >90*
- *UL Listed Drivers mounted to retro-fit plates (Remote drivers are optional)*
- *Retro-fit plates designed to accommodate and shape or size*
- *Color temperature range from 2700K to 6000K*
- *Optic distribution types include Type II, Type III, Type V narrow, regular & wide*
- *Options includes o to 100% dimming, motion sensors and smart*

**WATTAGE CHART**

| CODE | WATTS | APPROXIMATE LUMENS |
|---|---|---|
| 20 | 20 WATTS | 2,150 |
| 30 | 30 WATTS | 3,225 - 100W MH EQUIVALENT |
| 40 | 40 WATTS | 4,300 |
| 50 | 50 WATTS | 5,375 - 150W MH EQUIVALENT |
| 60 | 60 WATTS | 6,450 - 175W MH EQUIVALENT |
| 70 | 70 WATTS | 7,525 |
| 80 | 80 WATTS | 8,600 |
| 90 | 90 WATTS | 9,675 - 250W MH EQUIVALENT |
| 100 | 100 WATTS | 10,750 - 300W MH EQUIVALENT |
| 110 | 110 WATTS | 11,825 |



**PRODUCT SPECIFICATION**

| MODEL | SIZE | WATTAGE | OPTICS | CCT | PLATE COLOR | VOLTAGE | OPTIONS |
|---|---|---|---|---|---|---|---|
| SAMPLE SPECIFICATION: | | | BLB-LED-A-60-TYPE 5-3000K-1-B-120V-18'-RSS-BC | | | | |
| BLR | PROVIDE DIMENSIONS OF THE EXISTING FIXTURE DOOR FRAME | REFER TO WATTAGE CHART FOR CODE | TYPE 2 | 2700K | W - WHITE | 120V | D - 0-10% DIMMING |
| | | | TYPE 3 | 3000K | RAL #_____ | 277V | MS - MOTION SENSOR CONTROLS |
| | | | TYPE 5 NARROW | 4000K | | 480V | SM - SMART CONTROLS |
| | | | TYPE 5 MEDIUM | 5000K | | | |
| | | | TYPE 5 WIDE | | | | |

AN AMERICAN COMPANY

*Bradley Lighting, Inc.* 34300 Gateway Drive, Suite 120, Palm Desert, California 92211 / 800-764-4881 www.bradleylighting.com

TYPE A

BRADLEY LIGHTING

*100-300W vs 320-1000W Saving Up to 80%*

# LED Area Lighting

*300W LED comparable to 1000W HID*

*30,000 Lument output*

*Type IV + Short light distribution*

*more*

E468822

RoHS

34300 Gateway Drive, Suite 120, Palm Desert, California 92211 | 800-764-4881

**www.bradleylighting.com**

TYPE B

| Statistics | | | | | |
|---|---|---|---|---|---|
| Description | Avg | Max | Min | Max/Min | Avg/Min |
| Stat Zone # 1 | 3.0 fc | 7.9 fc | 1.0 fc | 7.9:1 | 3.0:1 |
| **City Requirements** | **1.0 fc to 3.0 fc** | **N/A** | **1.0 fc** | **16:1** | **4:1** |

FIXTURE CUT SHEETS

SCALE: N/A | 1


M|R|C ENGINEERING, INC.

Professional Engineers & Lighting Consultants

34300 Gateway Drive, Suite 120 Palm Desert, CA 92211 o: 760-340-9005 f: 760-340-9100


PROJECT:

# SHELL GAS STATION

PALM SPRINGS CA,

REGISTERED PROFESSIONAL ENGINEER RANDALL V. RASH No. E13453 Exp. 09/30/18 ELECTRICAL STATE OF CALIFORNIA

REVISIONS:

| NO. | REVISION | DATE |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

DATE: JANUARY 24, 2018

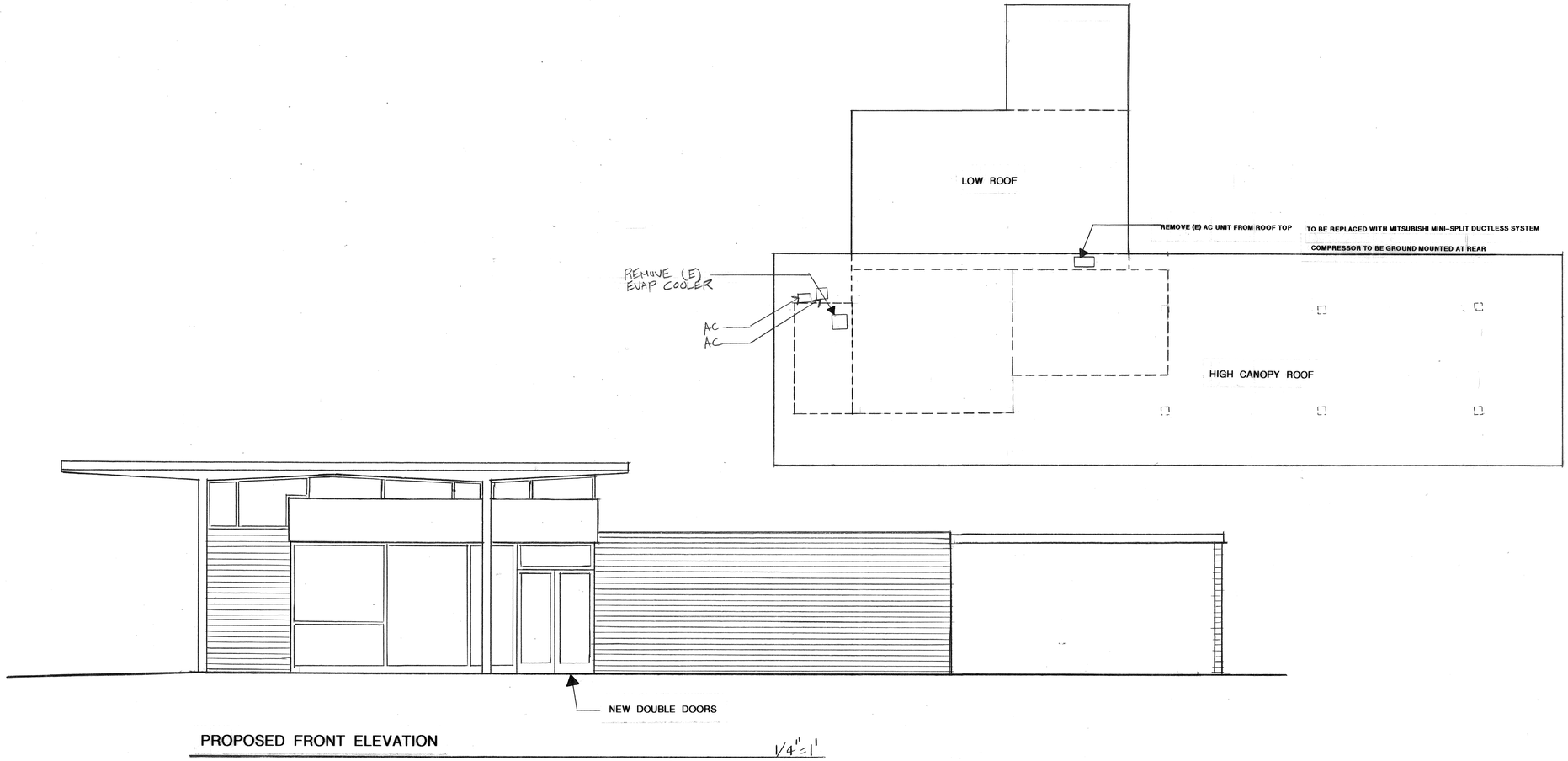
DRAWN BY: GL

CHECKED BY: FR

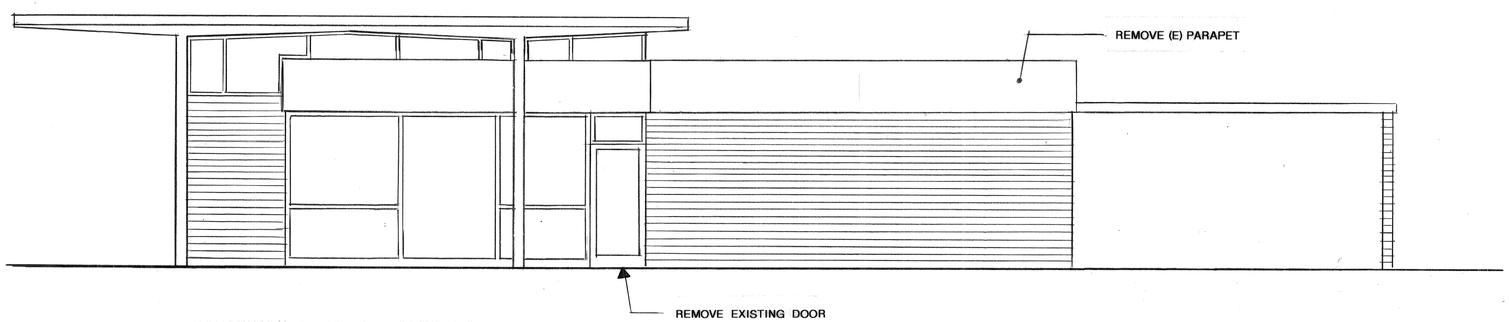
PROJECT NO.: 16177

DRAWING TITLE: PHOTOMETRIC PLAN

SHEET NO.: E1.0




PROPOSED FRONT ELEVATION 1/4"=1'




EXISTING FRONT ELEVATION 1/4"=1'

SHELL GAS STATION 2796 N. PALM CANYON