



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

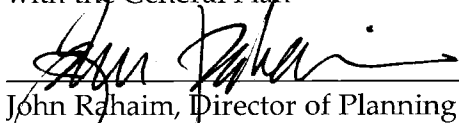
Date: October 22, 2014
Case No. **Case No. 2014.1072R**
DPW LightRail Light Sculpture

Block/Lot No.: 1-1496 Market Street, from Embarcadero to Van Ness Ave
Project Sponsor: Berhane Gaime
San Francisco Department of Public Works
875 Stevenson, Room 460
San Francisco, CA 94103

Applicant: Ben Davis
80 East Sir Francis Drake Blvd, Suite 1B
Larkspur, CA 94939

Staff Contact: Jeremy Shaw – (415) 575-9135
jeremy.shaw@sfgov.org

Recommendation: Finding the project, on balance, is **in conformity**
with the General Plan

Recommended By: 
John Rahaim, Director of Planning

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PROJECT DESCRIPTION

The Project involves an installation of LED lights suspended from light rail crosswires and between Path of Gold (POG) Light Standards between 1 and 1496 Market Street from the Embarcadero to Van Ness Avenue. Two rows of LED light tubes will visually represent the movement of underground trains along Market Street. The artwork would be temporary. All power equipment will be installed underground in existing electrical manholes.

The project sponsor, the Department of Public Works, is coordinating several initiatives along Market Street. This is one such project, designed to improve public space and transform the corridor. The project is temporary and privately funded.

SITE DESCRIPTION AND PRESENT USE

Market Street is currently a four-lane street with 20-foot sidewalks on either side. It is the primary employment center of San Francisco. Above ground, the streets are heavily used by buses, historic street car transit, local delivery trucks, taxis and private automobile. All downtown-serving BART and Muni light rail lines travel underneath Market Street. The Path of Gold historic light standards line Market Street and date from the early 20th Century City Beautiful movement. They provide Market Street one of the most distinctive street features in San Francisco. The site of the installation would be along the 2.1 miles of Market Street between the Embarcadero and Van Ness Avenue.

ENVIRONMENTAL REVIEW

On June 18th, the Historic Preservation Commission issued a Certificate of Appropriateness for the LightRail light sculpture, pursuant to Article 10 of the Planning Code. The project was determined to be Class I categorically exempt from environmental review. The conditions of approval are attached.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

As described below, the Project is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, **in-conformity** with the following Objectives and Policies of the General Plan:

Eight Priority Policies Findings

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

The proposed project will not affect existing neighborhood-serving retail uses or opportunities for employment in or ownership of such businesses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

The proposed project will not affect housing. It will protect neighborhood character by maintaining the path of gold during the duration of the light art installation and in that the installation is temporary and reversible. It may enhance neighborhood character.

3. That the City's supply of affordable housing be preserved and enhanced.

The proposed project would have no adverse effect on the City's supply of affordable housing.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

The proposed project would not affect the existing economic base in this area.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

Preparedness against injury and loss of life in an earthquake is unaffected by the proposed alterations. Any construction or alteration associated would be executed in compliance with all applicable construction and safety measures.

7. That landmarks and historic buildings be preserved.

The proposed temporary and fully reversible minimal alteration to the Landmark is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

The proposed project will not impact the access to sunlight or vistas for parks and open space.

General Plan Findings

THE URBAN DESIGN ELEMENT

OBJECTIVE 1 - EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.

Discussion: The project capitalizes on a unique opportunity to emphasize the distinctive nature of Market Street in San Francisco by using art to draw attention to the Street, to transit underground, and to the Path of Gold.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

Discussion: The project uses lighting design and art to make Market Street more prominent relative to its surroundings in an attractive and appropriately scaled manner.

OBJECTIVE 2 - CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

POLICY 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Discussion: The project preserves the landmark Path of Gold along Market Street, draws attention to it, and ensures the return to existing conditions after the project's timeline.

POLICY 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

Discussion: Market Street contributes an extraordinary degree to San Francisco's visual form and character. The project recognizes this, enhances this contribution, and emphasizes Market Street as the City's principle commercial district, entertainment destination and transit corridor.

RECOMMENDATION:

Finding the Project, on balance, in-conformity with the General Plan

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Attachment: Certificate of Appropriateness Conditions of Approval

cc: Simon Bertrang, Department of Public Works

Path of Gold Maintenance Plan

Proposed Scope of Work for the conditions assessment.

Each affected pole will be visually inspected ahead of installation. The conditions of the poles will be documented in a memo with written descriptions of each poles conditions supported by photo back-up. This memo will establish the base condition of each pole before installation.

Methods/Materials to ensure that the metal clamps and the box will not cause damage or corrosion to the poles.

As mentioned in writeup, small rubber barriers will be placed in between the metal clamps and poles to prevent any corrosion.

Plan and schedule for periodic assessments.

The poles will be visually inspected on a quarterly basis along with the inspection of the LightRail piece. The inspection will include looking for discoloration of the light pole (signs of rust, chipping of paint, etc.). the inspection will include comparing the condition of the pole to the documented baseline condition described in the memo. If any unplanned maintenance is required for the LightRail, the contractor performing the maintenance will also include in their activities an assessment of the poles.

Plan for repairing and addressing regular maintenance, vandalism, damage and/or corrosion.

Illuminate the Arts (ITA) and their contractor will repair any damage from corrosion or vandalism discovered during the quarterly assessment at their cost. Maintenance costs will be included in the capital plan for the project.

Staffing responsibilities and contact information for those responsible for the maintenance plan.

ITA and their contractor will be responsible for all maintenance costs of the POG poles as a result of the installation of the LightRail project. ITA will have staff available through their contractor who will have the responsibility for repairs. Their names and contact numbers will be made available to all necessary City officials ahead of the start of project construction.

Removal plan including who is responsible for the removal and who will ensure that the Path of Gold poles are properly restored.

ITA and their contractor will be responsible for removal costs of the LightRail from the POG poles. As part of the installation removal, the poles' condition will be assessed as compared to the baseline condition. Bases on the assessment, the ITA contractor will developed a comprehensive POG pole restoration plan that returns the poles to their original condition before the installation of the LightRail. The restoration plan will then be circulated amongst the appropriate City officials, including the HPC, for their review and approval. Once approved, ITA contractor will commence on the repairs including plugging up the hole. Once the repairs are finished, the ITA contractor will be available to make changes and perform additional work on the restoration until City inspectors have signed off on the project. Finally, the ITA contractor will document the final condition of the poles in a memo for City records.

(E) CITY OF SAN FRANCISCO
 PATH-OF-GOLD HISTORIC LIGHT
 POLE. APPROXIMATE HEIGHT OF
 C OF RING IS 24'-0" ABOVE
 FINISHED SIDEWALK SURFACE

(E) CABLE ATTACHMENT POINT FOR (E) MUNI SUPPORT
 CABLE TO PATH-OF-GOLD POLE. EXACT POINT OF
 ATTACHMENT VARIES. (N) LIGHTRAIL CABLES EXITING
 PATH-OF-GOLD POLE SHALL NOT BE GREATER
 THAN 6" BELOW POINT OF ATTACHMENT TO PATH-OF-GOLD
 POLE OF (E) MUNI CROSS-SUPPORT CABLE

(EXISTING) MUNI CROSS-SUPPORT CABLE

DRILL AND TAP TO
 1-1/4" NPT. NEW
 CABLE SEALING
 NIPPLE FOR LIGHT
 RAIL CABLES

(N) LIGHTRAIL CABLE, 2 ARE SHOWN.
 MAXIMUM OF FOUR CABLES. MAXIMUM CABLE
 DIA. = .250". ONE CABLE FOR 36VDC LED
 POWER, SECOND CABLE FOR LED CONTROL
 DATA CABLE TO MOST NEARLY MATCH COLOR
 OF POG POLE.

(N) INSULATED SUPPORT
 LINK FOR (N) LIGHTRAIL
 CABLES TO BE INSTALLED AS
 REQUIRED FOR SUPPORT OF
 CABLE RUN TO (N) LIGHTRAIL
 CATENARY

LIGHTRAIL
 CABLE DRIP
 LOOP
 (MANDATORY)

3" ~ 5"
 [VARIES]

DIST. TO CABLE EXIT TO BE
 NOT GREATER THAN 6" FROM
 (E) POINT OF ATTACHMENT OF
 MUNI CROSS-SUPPORT CABLE

DIST. TO SW = 1/2 - 23'-6"

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

\$USERS \$TIMES \$DATES \$FILES

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
 L. BERGRON
 DRAWN BY
 L. BERGRON
 CHECKED BY
 D. GTO
 IN CHARGE
 B. MADELL
 DATE
 STATE

lightrail

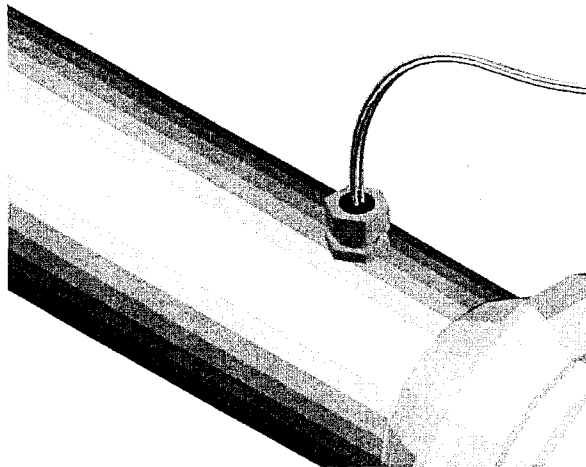
BLEYCO PARSONS BRINCKERHOFF kapsch

ZOON engineering

LIGHTRAIL PROJECT
 ELECTRICAL PLAN

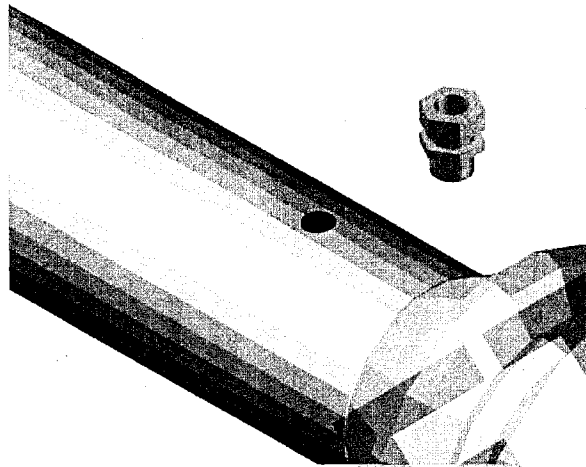
PATH-OF-GOLD POLE - LIGHTRAIL CABLE EXIT POINT

CONTRACT NO		CONTRACT #	
DRAWING NO	DRAWING NO	REV	REV
DRAWING NO 050			
SCALE		No Scale	
		E-050	



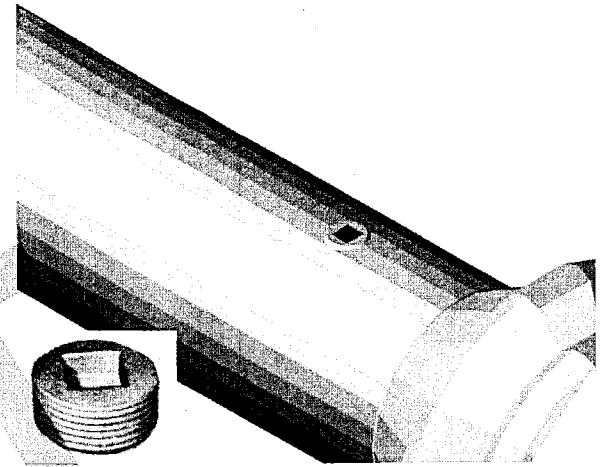
POLE RESTORATION

1. REMOVE CONDUCTORS FROM CATENARY BACK TO POINT OF EXIT FROM POLE. REMOVE EXIT FITTING, PULL CONDUCTORS DOWN TO BASE OF POLE AND REMOVE FROM POLE BASE. DISCONNECT EXCESS CONDUCTORS FROM BASE OF POLE, INSULATE AND CAP CONDUCTORS AT BASE OF POLE AND ABANDON.
2. SALVAGE FITTING REMOVED FROM EXIT HOLE FOR LATER DEPOSITION.



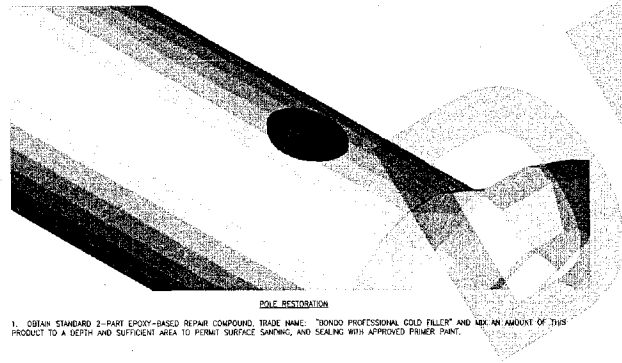
POLE RESTORATION

1. THOROUGHLY CLEAN THREADED HOLE AND AREA AROUND PENETRATION WITH SOLVENT, BEING CAREFUL NOT TO DAMAGE THREAD OR AREA ON THE POLE SURFACE AROUND THE PENETRATION. DO THIS FOR ALL CONDUIT EXITS ON ALL PATH-OF-GOOD POLYS ACCESSIBLE BY THE LIGHTRAIL SYSTEM AT THE EXIT POINT AT THE UPPER LOCATION WHERE THE REMOVED CABLES TO THE CATENARY FORMERLY RESIDED.
2. CAREFULLY EXAMINE ALL SURFACE AREAS OF THE POLE TO DETERMINE ANY AND ALL POINTS OF BEARING ON THE POLE WHERE DAMAGE TO THE EXISTING POLE FINISH OCCURRED DURING THIS PERIOD OF OPERATION. IN STEPS 3. AND 8. BELOW, APPLY THE SAME FINISHING REQUIREMENTS TO THOSE AREAS WHERE DAMAGE TO THE POLE SURFACE FINISH OCCURRED AT THE SUSPENSION CONNECTORS MOUNTING LOCATIONS IF THE SUSPENSION CONNECTION WAS PREVIOUSLY INSTALLED.



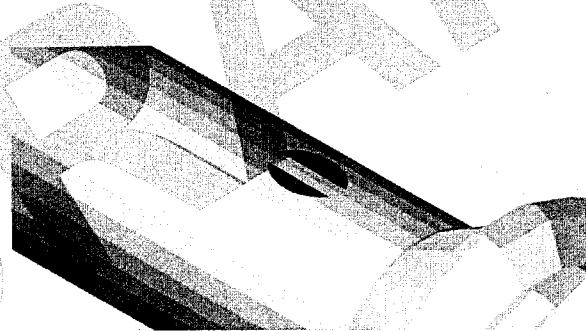
POLE RESTORATION

1. REFER TO THE ABOVE INSET. INSERT THREADED CONDUIT PLUG - APPLETON, INC. PART NO. PLC-75, PLC-100, PLC-125, OR PLC-150 BASED ON THE TRADE SIZE OF 3/4", 1", 1-1/4", OR 1-1/2" RESPECTIVELY.



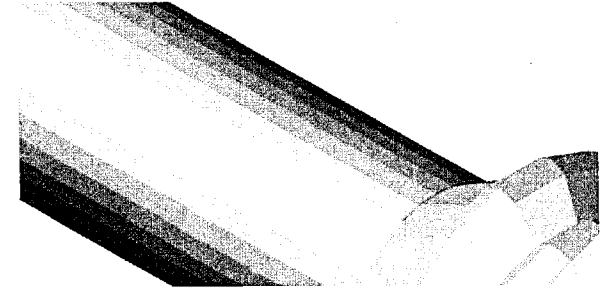
POLE RESTORATION

1. OBTAIN STANDARD 2-PART EPOXY-BASED REPAIR COMPOUND, TRADE NAME: "BONDO PROFESSIONAL GOLD FILLER" AND MIX AN AMOUNT OF THIS PRODUCT TO A DEPTH AND SUFFICIENT AREA TO PERMIT SURFACE SANDING, AND SEALING WITH APPROVED PRIMER PAINT.



POLE RESTORATION

1. WITH THE MIXTURE READY TO APPLY, PLACE A SUFFICIENT AMOUNT OF THE EPOXY MIXTURE TO COVER THE PLUG AND ITS RECESSED SOCKET WRENCH HOLE, AND AN OVER-APPLICATION SO AS TO PERMIT A SMOOTH AND UNBROKEN COVER THAT BLENDS INTO THE POLE SURFACE.
2. AFTER THE EPOXY PATCH CURES TO SPECIFIED HARDNESS, SAND THE PATCH WITH PROGRESSIVELY FINER GRIT TO PERMIT PRIMING AND PAINTING.



POLE RESTORATION

1. PRIME THE FINISHED AREA WITH A HIGH QUALITY PRIMER SUITABLE FOR METAL SURFACES. AFTER PRIMER HAS CURED SATISFACTORILY, PAINT TO MATCH SURROUNDING POLE SURFACE AND COLOR WITH A MINIMUM OF 3 COATS OF HIGH QUALITY FINISH EXTERIOR ALL-WEATHER EPOXY-BASED ENAMEL SUITABLE FOR PREPARED METAL SURFACES TO THE SATISFACTION OF THE HISTORICAL PRESERVATION COMMISSION.
2. APPLY STEPS 1 THROUGH 6 TO THE THREADED HOLE AT THE TOP OF THE POLE WHERE THE CABLES EXIT TO THE LIGHTRAIL CATENARY. THIS DEMOLITION AND REPAIR METHOD WILL APPLY TO ANY PENETRATION TO ANY ELECTRICAL COMPONENTS REMOVED IN CONNECTION WITH THE DEMOLITION OF THE LIGHTRAIL SYSTEM.
3. THE PRODUCT WARRANTY AND GUARANTEE PROVISIONS INCORPORATED INTO THE ORIGINAL INSTALLATION PRODUCT WILL APPLY TO ALL REPAIRED PENETRATIONS AND SURFACES UNDER THIS DEMOLITION PROGRAM.

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
L. BERGLERSON
DRAWN BY
L. BERGLERSON
CHECKED BY
D. OTO
IN CHARGE
S. MAGELL
DATE
SOATE #

lightrail

BLEYCO PARSONS BRINCKERHOFF ZOOON engineering kapsch

LIGHTRAIL PROJECT
ELECTRICAL PLAN
PATH OF GOLD POLE REPAIR

CONTRACT NO
CONTRACT #
DRAWING NO
DRAWING 029
SCALE
1/50"=1'0"
029

Plot Driver=PLTDVRS

Per to be=PENTBLS

PLUSES \$ SOATES \$ FEILE \$

From: [Lipps, Tim](#)
To: [Vanderslice, Allison \(CPC\)](#)
Cc: [George Zisiadis \(george.zisiadis@gmail.com\)](#); [Fahey, Terrance \(MTA\)](#)
Subject: Lightrail Project
Date: Thursday, September 04, 2014 9:54:01 AM

Allison

Terry Fahey and myself have reviewed the maintenance plan for the LightRail project on Market St and approve it.

Tim Lipps

Superintendent

Overhead Lines

Allison-

The Department of Public Works has reviewed the attached LightRail and Path of Gold Maintenance Plans as well as the proposal to plug and repair the hole in the pole.

We do not have any additional comments at this time.

We look forward to working with the LightRail team during design and installation to refine the maintenance and repair plans further.

Please let me know if you need any additional information.

Thanks,
Simon

Simon Bertrang
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