



# SAN FRANCISCO PLANNING DEPARTMENT

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## Certificate of Appropriateness Case Report

HEARING DATE: JUNE 18, 2014

*Filing Date:* April 26, 2014  
*Case No.:* **2014.0794A**  
*Project Address:* **1-1496 Market Street**  
*Landmark:* Path of Gold Light Standards, No. 200  
*Zoning:* Multiple  
*Block/Lot:* N/A  
*Applicant:* George Zisiadis  
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### PROPERTY DESCRIPTION

The 327 Path of Gold light standards (POG) running from 1 Market Street to 2490 Market Street (ending between Castro and Collingwood streets) were designated City Landmark No. 200 in 1991. The 1991 POG Landmark Case Report summarizes the history and significance of the POG:

The 327 handsome Path of Gold street light standards are a significant legacy from the City Beautiful movement of the early 20th century, which also gives us the Civic Center. They have long been the public's favorite street furniture, and their distinctive color and pattern of light identify Market Street from distant view points. The "Winning of the West" bases by outstanding SF sculptor Arthur Putnam feature three bands of historical subjects: ox-drawn covered wagons with weary pioneer and dog, seated pumas (mountain lions) looking down at a scared jackrabbit and overlooked by an Indian head, and alternating prospectors and mountain Indians. Willis Polk designed the ensemble of the base and pole in 1908 for United Railways' trolley poles-with-street-lights. The City had required the company to provide "highly ornamental" poles, plus lamps upon them and electricity for them, as the price for permitting the much opposed over head trolley wires... The tops were designed in 1916 by sculptor Leo Lentelli and engineer Walter D'Arcy Ryan, whose lighting designs for the Panama Pacific International Exposition of 1915 had inspired emulation on the City's principle thoroughfare. The 1916 installation, from the Ferry Building to Seventh Street, was a cooperative effort by the Down Town Association, Market Street merchants and property owners, the Pacific Gas & Electric and United Railroads... Path of Gold tops were added to the Winning of the West bases from Seventh to Valencia in the mid-1920s.

The POG Landmark Case Report further states that the light standards from The Embarcadero to Valencia Street were replaced with replicas cast from the originals in the 1970s. The original standards (bases date to 1908 and tops date to 1916-c.1925) were installed in 1983 from Valencia to Castro streets. Identified character-defining features are the tripartite top and triple globes, sculptural detailing in the "Winning the West" naturalistic base panels, the light standard's color, and the height of the lights standards.

## **PROJECT DESCRIPTION**

The proposed project is to install a temporary subway-responsive LED light installation for 2.1 miles along Market Street from The Embarcadero to Van Ness Avenue. The project is planned to run for a maximum of four years and is designed to be fully reversible. The Project Sponsor is George Zisiadis and Stefano Corazza, Ben Davis of Illuminate the Arts, and Brady Nadell of Parsons Brinkerhoff. The light installation consists of LED light tubes suspended from the MUNI overhead catenary system. In order to power and control the LED tubes, the project proposes to install utility boxes to house the LED drivers on 83 of 194 POG poles between The Embarcadero and Van Ness Avenue. This constitutes the addition of one box for every two to three poles in the project area, resulting in multiple boxes to be visible from a single viewpoint along much of the POG alignment of Market Street. The boxes are designed to match the profile of the light pole and are proposed to be 11.5" wide, 40" high, and 8" deep. The boxes are proposed to be metal with finials added to the top and bottom and will be painted to match the poles. The boxes will be placed on the street-side of the pole below the location of the temporary banners and near the center of pole away from both the tops and the bases. The project proposes to drill two 3/4" holes into the pole to run wiring through the interior of the pole, out to the box, and from the top of the pole out to the LED tubes along the MUNI wires. The holes will be refilled and repainted as part of the removal of the installation. The project proposes to help with the upkeep and maintenance of the POG including upgrading the wiring to the poles and removing leftover banner materials. The project team also proposes to conduct a conditions assessment of the POG to help DPW in their ongoing maintenance of the POG.

## **OTHER ACTIONS REQUIRED**

Arts Commission Review and a City permit.

## **COMPLIANCE WITH THE PLANNING CODE PROVISIONS**

The proposed project is in compliance with all other provisions of the Planning Code.

## **APPLICABLE PRESERVATION STANDARDS**

### **ARTICLE 10**

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any

applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a landmark district, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

**Compliance with the *Secretary of the Interior's Standards for Rehabilitation* and consistent with the architectural character of the Path of Gold Light Standards as set forth in Article 10, Appendix A:**

- Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

*The proposal is to install temporary boxes to house LED drivers on 83 POG poles and will not interfere with the historical and current use of the POG as street lights and support for the MUNI overhead wires.*

- Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

*The proposal will retain and preserve the historic character of the Landmark due to the temporary nature of the proposal and that the Landmark will be maintained during the installation and completely restored at the end of the installation. The box location on the pole was chosen to avoid obscuring or altering the character-defining bases and tops of the POG. The box was designed to match the width of the light pole and will be painted to match the pole in order to minimize the temporary change to Landmark. Finials were added to the top and bottom of the boxes in order reduce the utilitarian quality of the box and to minimize changes to the distinctive features of the POG. The proposed utility boxes will be installed on the POG poles in a manner resulting in no alteration or damage to historic materials. The two holes drilled into the pole will not remove any distinctive materials and will be repaired when the installation is removed. Due to the design of the utility box as just discussed and the temporary and fully reversible nature of the proposed installation, minimal changes are proposed to the distinctive materials and features of the Landmark.*

- Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

*The utility boxes will be clearly attached to the POG pole and will be distinguishable as an addition to the light standard and not part of their original design. While the boxes will be painted to match the pole and the boxes have been embellished with finials in order to more appropriately match the character of the POG and its surroundings, no conjectural features or elements from other historic properties will be used.*

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

*There are no changes to the Landmark that have acquired historic significance in their own right.*

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

*The proposal will not damage any distinctive features of the Landmark. Prior to installation and at removal of the utility boxes, all existing and new damage and corrosion on the poles will be repaired and repainted, as required. Additionally, the two holes drilled into the poles will be repaired and will not remove any distinctive materials, features, finishes, and construction techniques.*

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

*No historic features are proposed to be replaced.*

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

*All chemical or physical treatments will be undertaken in the gentlest means possible and will not damage historic materials.*

Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

*No excavation is proposed and no archeological resources will be disturbed.*

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

*The utility boxes will be installed in such a way as to not obscure character-defining features of the Landmark. The attachment method is designed to protect the Landmark and to avoid destroying historic materials and features. The two drilled holes will be repaired after removal of the temporary installation and will not destroy historic materials. The temporary utility boxes will be clearly differentiated as new elements on the POG poles due to attachment method,*

*design, and materials. The proposed boxes will match the pole in width and color. The finials added to the top and bottom of the box create a design compatible with the historic features of the POG and its environment.*

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*The proposed utility boxes are temporary in nature and are designed to be removed at the end of the LightRail installation period. The maintenance plan and removal plan will ensure that the essential form and integrity of the Landmark and its environment will be unimpaired when the installation is removed.*

## PUBLIC/NEIGHBORHOOD INPUT

The Department received two letters in support of the project from the Market Street Association and the North of Market/Tenderloin Community Benefit District (attached).

## ISSUES & OTHER CONSIDERATIONS

None

## STAFF ANALYSIS

Department Preservation staff has determined that the proposed work will be in conformance with the requirements of Article 10 and the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Due to the temporary and reversible nature of the proposal, Department Preservation staff finds that the historic character of the POG will be retained and preserved. However, installing the utility boxes within the hollow interior portion of the POG is still preferable.

### Architectural Review Committee

To assist the Commission's review, Department Preservation staff brought an earlier version of the proposed design to the Architectural Review Committee (ARC) for review and comment at their meeting on June 4, 2014. At the ARC meeting, the Department specifically sought comments regarding the design, installation, maintenance, and removal of the proposed LightRail LED Driver utility boxes on the POG poles.

The ARC comments were summarized in a memorandum to the Project Sponsor dated June 9, 2013 (attached). The ARC stated that the utility box design needed refinement, that the utility box should be lowered on the POG pole and turned toward the street-side, and that additional information was needed regarding the installation, maintenance, and removal of the utility boxes and associated wiring. The proposed utility box design was subsequently revised in response to the ARC comments, discussed in more detail below. The Project Sponsor also provided additional details and plans requested by ARC

regarding the installation, maintenance, and removal of the LightRail installation. This included a repair detail for the 3/4" holes drilled into the pole, measures for protecting the POG from damage and corrosion caused by the utility box clamp, and a draft maintenance plan for the POG (attached).

### **Utility Box Design and Placement**

The ARC commented that the boxes as proposed would visually detract from the POG and agreed that alternatives to installing the utility boxes on the POG would be preferable. Department Preservation staff continues to recommend that the LED driver be housed inside the hollow POG bases, reducing the need for an external box. If no alternative placement is determined to be feasible, then the ARC offered the following recommendations regarding the utility box design and placement:

- The external box design should be improved, such as further elongating the box and shaping the top and bottom of the box.
- The utility boxes should be turned toward the street-facing side of the POG poles.
- The boxes should be lowered on the pole in a location that would not conflict with temporary banners installed on the POG.

The Project Sponsor has generally addressed the ARC comments regarding the utility box design and placement. The box location has been lowered to approximately 10 feet above street level and is located just below the temporary banner location. The box has been turned toward the street-side of the POG. Finally, finials have been added to the top and bottom of the box.

Department Preservation staff has determined that the new design with the finials is an improvement over the earlier utilitarian and rectangular design, which was determined to be visually jarring in contrast with the ornate lamp poles. Staff recommends that the box design could be further embellished. Further details are also needed regarding the proposed box design, such as details on the proposed material of the finials and how they will be attached.

### **Installation of Utility Boxes**

The ARC recommended that the Project Sponsor should determine protective measures, such as the installation of a protective material, in order to protect the POG from potential damage and/or corrosion caused by the clamp and utility box. The Project Sponsor has addressed this recommendation and has indicated that rubber gaskets will be placed between the pole and the utility box clamp.

Installation of the utility boxes will require the drilling of two 3/4" holes in the POG poles in order to run wires through the interior of the poles rather than on the exterior. These proposed holes will only be drilled in the POG poles and will not be drilled through the tops or the bases. Department Preservation staff recommends that the visible wiring match or be similar in color to POG and the utility boxes.

### **Conditions Assessment and Maintenance Plan**

The ARC recommended that the Project Sponsor should work with DPW and the Planning Department to develop a plan to ensure that the installation minimizes damage to the POG poles and that the POG

system is appropriately maintained during the proposed LightRail installation period. The maintenance plan was requested to include at a minimum periodic inspection of the installation and a plan for repairing and addressing regular maintenance, vandalism, graffiti, damage and/or corrosion. The Project Sponsor has included a draft maintenance plan (attached) for maintaining the POG during the installation period. The proposed maintenance plan includes a general schedule for inspection and identifies responsible parties. Department Preservation staff recommends that the plan be expanded to include additional details regarding specific repair and maintenance activities if damage or corrosion is identified.

### **Removal of the LightRail Installation**

The ARC recommended that the Project Sponsor draft a plan for repair and maintenance at the removal of the installation and that the Project Sponsor should prepare a repair detail for filling and repairing the 3/4" holes drilled in the POG pole. The Project Sponsor has addressed this comment by drafting a repair detail for the patching the hole (attached). The Project Sponsor has also agreed that a removal plan would be brought to the HPC for their review and comment prior to the removal of the LightRail installation.

## **ENVIRONMENTAL REVIEW STATUS**

The Planning Department has determined that the proposed project is categorically exempt from the California Environmental Quality Act ("CEQA") as a Class 1 (State CEQA Guidelines 15301 – Minor alteration of existing facilities with negligible or no expansion of use) Categorical Exemption because the project is an alteration of an existing structure and meets the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

## **PLANNING DEPARTMENT RECOMMENDATION**

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation*. Staff supports the project with the following conditions:

- Prior to the issuance of any permits, the Project Sponsor will work with Department Preservation staff to finalize the utility box design details, including materials and attachment methods for finials and the addition of other embellishments to the box design. Prior to fabrication, the Project Sponsor shall provide a full size mock-up of the utility box for review and approval by Department Preservation staff.
- Any visible wiring installed on the POG shall match or be similar in color to POG and the utility boxes.
- Prior to issuance of any permits, the Project Sponsor shall submit a final POG maintenance and removal plan for review and approval by Department Preservation staff.
- This approval is for a two-year period and requires the Project Sponsor to return to the Historic Preservation Commission for a new Certificate of Appropriateness at the end of two years for the remaining two years of the four-year temporary installation. At the hearing, the Project Sponsor

shall provide the Historic Preservation Commission with information on the operation of the LightRail art installation to date, adherence to the POG maintenance and repair plan, any refinements to the project, including the possibility of the relocation of the LED drivers within the hollow interior of the POG and the removal of the exterior utility boxes.

- If determined feasible, the LED drivers shall be installed within the POG bases, and shall be reviewed and approved by Department Preservation staff prior to the issuance of any permits.

## **ATTACHMENTS**

Draft Motion

ARC Comment Letter

Path of Gold Landmark Designation

Path of Gold Light Standard Map

Project Sponsor Packet, June 2014



# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Preservation Commission Draft Motion

HEARING DATE: JUNE 18, 2014

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**ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PATH OF GOLD LIGHT STANDARDS AT 1-1496 MARKET STREET, LOCATED ON BOTH SIDES OF MARKET STREET FROM THE EMBARCADERO TO VAN NESS AVENUE.**

### PREAMBLE

WHEREAS, on April 26, 2014, George Zisiadis (Project Sponsor) filed an application with the San Francisco Planning Department (hereinafter "Department") for a Certificate of Appropriateness to install utility boxes on 83 of 194 Path of Gold Light Standards (POG) between 1-1496 Market Street. The utility boxes are part of a proposed subway-responsive LED light installation for 2.1 miles along Market Street from The Embarcadero to Van Ness Avenue. The light installation consists of LED light tubes suspended from the MUNI overhead catenary system. The temporary light installation is proposed to run through 2018 and is designed to be fully reversible.

- The proposal consists of installing one utility box for every two to three poles in the project area, resulting in multiple boxes to be visible from a single viewpoint along much of the POG alignment of Market Street.
- The boxes are designed to match the profile of the light pole and are proposed to be 11.5" wide, 40" high, and 8" deep. The boxes are proposed to be metal with finials added to the top and bottom and will be painted to match the poles.

- The boxes will be placed on the street-side of the pole below the location of the temporary banners and near the center of pole away from both the tops and the bases.
- The project proposes to drill two 3/4" holes into the pole to run wiring through the interior of the pole, out to the box, and from the top of the pole out to the LED tubes along the MUNI wires. The holes will be refilled and repainted as part of the removal of the installation.
- The project proposes to help with the upkeep and maintenance of the POG including upgrading the wiring to the poles and removing leftover banner materials. The project team also proposes to conduct a conditions assessment of the POG to help DPW in their ongoing maintenance of the POG.

WHEREAS, the Project was determined by the Department to be categorically exempt from environmental review. The Historic Preservation Commission (hereinafter "Commission") has reviewed and concurs with said determination.

WHEREAS, on June 4, 2014, the Architectural Review Committee of the Commission reviewed and commented on an earlier version of the proposed design and suggested revisions.

WHEREAS, on June 18, 2014, the Commission conducted a duly noticed public hearing on the current project, Case No. 2014.0794A ("Project") for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

**MOVED**, that the Commission hereby grants the Certificate of Appropriateness, in conformance with the architectural plans dated received June 10, 2014 and labeled Exhibit A on file in the docket for Case No. 2014.0794A based on the following findings:

#### **CONDITIONS OF APPROVAL**

- Prior to the issuance of any permits, the Project Sponsor will work with Department Preservation staff to finalize the utility box design details, including materials and attachment methods for finials and the addition of other embellishments to the box design. Prior to fabrication, the Project Sponsor shall provide a full size mock-up of the utility box for review and approval by Department Preservation staff.
- Any visible wiring installed on the POG shall match or be similar in color to POG and the utility boxes.
- Prior to issuance of any permits, the Project Sponsor shall submit a final POG maintenance and removal plan for review and approval by Department Preservation staff.

- This approval is for a two-year period and requires the Project Sponsor to return to the Historic Preservation Commission for a new Certificate of Appropriateness at the end of two years for the remaining two years of the four-year temporary installation. At the hearing, the Project Sponsor shall provide the Historic Preservation Commission with information on the operation of the LightRail art installation to date, adherence to the POG maintenance and repair plan, any refinements to the project, including the possibility of the relocation of the LED drivers within the hollow interior of the POG and the removal of the exterior utility boxes.
- If determined feasible, the LED drivers shall be installed within the POG bases, and shall be reviewed and approved by Department Preservation staff prior to the issuance of any permits.

## **FINDINGS**

Having reviewed all the materials identified in the recitals above and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 10:

The Historical Preservation Commission has determined that the proposed work is compatible with the character of the landmark as described in the designation report dated June 26, 1991.

- The proposal is to install temporary boxes to house LED drivers on 83 POG poles and will not interfere with the historical and current use of the POG as street lights and support for the MUNI overhead wires.
- The proposal will retain and preserve the historic character of the Landmark due to the temporary nature of the proposal and that the Landmark will be maintained during the installation and completely restored at the end of the installation. The box location on the pole was chosen to avoid obscuring or altering the character-defining bases and tops of the POG. The box was designed to match the width of the light pole and will be painted to match the pole in order to minimize the temporary change to Landmark. Finials were added to the top and bottom of the boxes in order reduce the utilitarian quality of the box and to minimize changes to the distinctive features of the POG. The proposed utility boxes will be installed on the POG poles in a manner resulting in no alteration or damage to historic materials. The two holes drilled into the pole will not remove any distinctive materials and will be repaired when the installation is removed. Due to the design of the utility box as just discussed and the temporary and fully reversible nature of the proposed installation, minimal changes are proposed to the distinctive materials and features of the Landmark.
- The utility boxes will be clearly attached to the POG pole and will be distinguishable as an addition to the light standard and not part of their original design. While the boxes will be painted to match the pole and the boxes have been embellished with finials in order to more appropriately match the character of the POG and its surroundings, no conjectural features or elements from other historic properties will be used.

- The proposal will not damage any distinctive features of the Landmark. Prior to installation and at removal of the utility boxes, all existing and new damage and corrosion on the poles will be repaired and repainted, as required. Additionally, the two holes drilled into the poles will be repaired and will not remove any distinctive materials, features, finishes, and construction techniques.
- The utility boxes will be installed in such a way as to not obscure character-defining features of the Landmark. The attachment method is designed to protect the Landmark and to avoid destroying historic materials and features. The two drilled holes will be repaired after removal of the temporary installation and will not destroy historic materials. The temporary utility boxes will be clearly differentiated as new elements on the POG poles due to attachment method, design, and materials. The proposed boxes will match the pole in width and color. The finials added to the top and bottom of the box create a design compatible with the historic features of the POG and its environment.
- The proposed utility boxes are temporary in nature and are designed to be removed at the end of the LightRail installation period. The maintenance plan and removal plan will ensure that the essential form and integrity of the Landmark and its environment will be unimpaired when the installation is removed.
- The proposed project meets the following Secretary of the Interior's Standards for Rehabilitation:

***Standard 1.***

*A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

***Standard 2.***

*The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

***Standard 3.***

*Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

***Standard 4.***

*Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

***Standard 5.***

*Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

***Standard 6.***

*Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration*

*requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

**Standard 7.**

*Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

**Standard 8.**

*Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

**Standard 9.**

*New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

**Standard 10.**

*New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

3. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the Secretary of Interior's Standards for Rehabilitation.

**DECISION**

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **GRANTS a Certificate of Appropriateness** for the Path of Gold Light Standards located between 1-1496 Market Street for proposed work in conformance with the renderings and architectural sketches dated June 10, 2014 and labeled Exhibit A on file in the docket for Case No. 2014.0794A.

**APPEAL AND EFFECTIVE DATE OF MOTION:** The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

**Duration of this Certificate of Appropriateness:** This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

**THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.**

I hereby certify that the Historical Preservation Commission ADOPTED the foregoing Motion on June 18, 2014.

Jonas P. Ionin  
Commission Secretary

AYES: X

NAYS: X

ABSENT: X

ADOPTED: June 18, 2014



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** June 9, 2014  
**TO:** George Zisiadis  
**FROM:** Allison Vanderslice, Preservation Planner, (415) 575-9075  
**REVIEWED BY:** Architectural Review Committee of the  
Historic Preservation Commission  
**RE:** Meeting Notes from the Review and Comment at the June 4, 2014  
Hearing for LightRail Installation – Path of Gold Light Standards  
Case No. 2014.0794A

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## BACKGROUND

Planning Department Preservation Staff has drafted a summary of the key points from the June 4, 2014 Architectural Review Committee (ARC) meeting. At the hearing, the Department requested review and comment regarding the compatibility of the project with the *Secretary of the Interior's Standards* (Standards) and unresolved issues regarding design, installation, maintenance and removal of the proposed LightRail LED driver utility boxes on the Path of Gold Light Standards (POG).

### Utility Box Design:

The ARC concurred with Staff's concern regarding the size, placement, design and number of utility boxes. Two Commissioners agreed that the boxes as currently proposed do not meet the Standards. The ARC commented that the boxes as proposed would visually detract from the POG and agreed that alternatives to installing the utility boxes on the POG would be preferable. The ARC accepted the Sponsor's statement that due to technical limitations the LED drivers could not be placed within the POG poles or bases. One Commissioner raised the issue concerning possible damage to the POG by installing the LED driver internally. The ARC generally supported the proposal due to the temporary and reversible nature of the proposed utility boxes.

If no alternative placement is available and external boxes installed on the POG are required, than the ARC offered the following recommendations regarding the utility box design and placement:

- The external box design should be improved, such as further elongating the box and shaping the top and bottom of the box.
- The utility boxes should be turned toward the street-facing side of the POG poles to minimize visibility from pedestrian traffic along Market Street.
- One Commissioner suggested lowering the placement of the boxes on the pole to allow for more room between the box and the character-defining triple globe tops. In general, the ARC agreed with this approach but requested that the project team ensure that the boxes would not conflict with temporary banners installed on the POG.

#### **Installation of Utility Boxes:**

The ARC concurs with staff's recommendation. Staff recommended that the Sponsor should determine protective measures, such as the installation of a protective material, in order to protect the POG from potential damage and/or corrosion caused by the clamp and utility box. One Commissioner suggested the use of stainless steel straps.

#### **Conditions Assessment and Maintenance Plan:**

The ARC concurs with staff's recommendations. Staff recommended that the Sponsor should work with DPW and the Planning Department to develop a plan to ensure that the installation minimizes damage and that the POG system is appropriately maintained during the proposed five-year LightRail installation period. At a minimum the plan should include periodic assessment of the installation and a plan for repairing and addressing regular maintenance, vandalism, graffiti, damage and/or corrosion.

#### **Removal of the LightRail Installation:**

The ARC concurs with staff's recommendations. Staff recommended that the Sponsor should prepare a repair detail for filling and repairing the 3/4" hole drilled in the historic pole. The Sponsor should draft a plan for repair and maintenance at the removal of the installation, the plan should include repainting of the POG.

DESIGNATING THE PATH OF GOLD LIGHT STANDARDS AS A LANDMARK PURSUANT TO ARTICLE 10 OF THE CITY PLANNING CODE.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The Board of Supervisors hereby finds that the Path of Gold Light Standards which span from 1 Market Street through 2490 Market Street, being 327 light standards/trolley poles, has a special character and special historical, architectural and aesthetic interest and value, and that its designation as a Landmark will further the purposes of, and conform to the standards set forth in Article 10 of the City Planning Code. The landmark site shall consist only of each light fixture itself including the ornamental poles and lamp globes.

(a) Designation: Pursuant to Section 1004 of the City Planning Code, Chapter II, Part II of the San Francisco Municipal Code, the Path of Gold Light Standards is hereby designated as a Landmark, this designation having been fully approved by Resolution No. 13049 of the City Planning Commission, which Resolution is on file with the Clerk of the Board of Supervisors under File No. 91.062L and is incorporated herein and made a part of hereof as though fully set forth.

(b) Required Data: The description of the location and boundaries of the Landmark site, of the characteristics of the Landmark which justify its designation, and of the particular features that should be preserved are included in the said Resolution, and incorporated in this designating ordinance as though fully set forth.

APPROVED AS TO FORM:

LOUISE H. RENNE

CITY ATTORNEY

By [Signature] Deputy City Attorney

RECOMMENDED:

CITY PLANNING COMMISSION

By [Signature] Dean L. Macris Director of Planning

Board of Supervisors, San Francisco

Passed for Second Reading June 17, 1991

Finally Passed June 24, 1991

Ayes: Supervisors Alioto Gonzalez Hallinan Hsieh Kennedy Maher Shelley Ward

Ayes: Supervisors Achtenberg Alioto Gonzalez Hallinan Hsieh Kennedy Maher Migden Shelley

Absent: Supervisors Achtenberg Britt Migden

Absent: Supervisors Britt Ward

I hereby certify that the foregoing ordinance was finally passed by the Board of Supervisors of the City and County of San Francisco

[Signature] Clerk [Signature] Mayor

File No. 90-91-2

JUN 26 1991 Date Approved

0880561

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

File No. 91.062L  
Path of Gold Light Stds.

SAN FRANCISCO  
CITY PLANNING COMMISSION  
RESOLUTION NO. 13049

WHEREAS, A proposal to designate Path of Gold Light Standards as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on February 20, 1991, and said Advisory Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on March 28, 1991 to consider the proposed designation and the report of said Advisory Board; and

WHEREAS, This Commission believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

THEREFORE BE IT RESOLVED, First, That this Commission does hereby recommend APPROVAL of the designation of the Path of Gold Light Standards Landmark;

Second, That the location of the Path of Gold Light Standards spans from 1 Market Street through 2490 Market Street and for purposes of Planning Code Article 10, the Landmark site shall consist only of each light fixture itself, including the ornamental poles and lamp globes;

Third, That the special character and special historical, architectural and aesthetic interest and value of the said Landmarks Preservation Advisory Board Resolution No. 435 as adopted on February 20, 1991 which Resolution is incorporated herein and made a part thereof as though fully set forth;

Fourth, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and described and depicted in the photographs, case report and other material on file in the Department of City Planning Docket No. 91.062L.

AND BE IT FURTHER RESOLVED, That this Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

Linda Avery  
Secretary

AYES: Commissioners Bierman, Boldridge, Hu, Karasick, Morales and Sewell

NOES: None

ABSENT: Commissioner Engmann

ADOPTED: March 28, 1991

VFM:dn:mj:931

**BUILDING NAME:** The Path of Gold Light Standards **OWNER:** City and County of San Francisco, CA

**BUILDING ADDRESS:** 1-2490 Market Street (327 poles, see map) **BLOCK & LOT:** Various lots and blocks

**ORIGINAL USE:** Trolley poles/light standards **ZONING:** Various zoning districts including C-3-0, C-3-R, C-3-G, N-C-3 and P.

**CURRENT USE:** Light standards/trolley poles **NO. OF STORIES:** 33 feet high **LPAB VOTE:** 8-0

**LANDMARK NO:** 200 **EXTERIOR MATERIALS:** Cast iron, glass

**STATEMENT OF SIGNIFICANCE:** The 327 handsome Path of Gold street light standards are a significant legacy from the City Beautiful movement of the early 20th century, which also gave us the Civic Center. They have long been the public's favorite street furniture, and their distinctive color and pattern of light identify Market Street from distant viewpoints. The (cont.)

**EVALUATION CRITERIA**

**A. ARCHITECTURE**

1. Style: Beaux Arts/City Beautiful--San Francisco's best examples in street furniture.
2. Construction Type: Street furniture: hollow cast iron around steel pole core.
3. Construction Date: 1908 (bases, Ferry to Valencia), 1916 (tops to 7th Street), c.1925 (tops to Valencia), c.1972 (all replicated), c.1985 (to Castro).
4. Design Quality: Grand scale appropriate to setting. Relieved by tripartite top and superb sculptural detailing. Naturalistic base panels.
5. Architect: 1908: D.H. Burnham and Company/Willis Polk, Architecture: Arthur Putnam, sculptor. 1916: Walter D'Arcy Ryan, lighting designer; Leo Lentelli, sculptor.
6. Interior Quality: Not applicable.

**B. HISTORY**

7. Persons: Arthur Putnam, Willis Polk, Patrick Calhoun, Abe Ruef, Leo Lentelli. (cont.)
8. Events: In 1915-16 the Down Town Association put together the coalition which produced the Path of Gold. Market Street (cont.)
9. Patterns of History: City Beautiful movement for design. Nationwide development of street lighting, especially the arc lamp and the (cont.)

**C. ENVIRONMENT**

10. Continuity: Ties Market Street together, scale fits Market Street width and building heights.
11. Setting: Almost the only historic street furniture along Market and outstanding among all San Francisco's street furniture.
12. Importance as a Visual Landmark: Very important as identifying Market Street from other vantage points. High enough to stand above clutter, traffic and trees.

**D. INTEGRITY**

13. Of the historic 224 standards to Valencia Street during BART construction in the late 1980s.

**RATINGS**

**DCP:**  
**HERE TODAY:** 2  
**SPLENDID SURV.:** A (p. 241)  
**NAT'L REGISTER:** Mentioned in Market Street Theater and Loft District  
**NAT'L LANDMARK:**  
**STATE LANDMARK:**

**BIBLIOGRAPHY** See page 4.

**STAFF:** Vincent Marsh, Secretary  
**ADDRESS:** Landmarks Preservation Advisory Board  
 450 McAllister Street  
 San Francisco, CA 94115  
**PHONE:** 558-6345  
**DATE:** February 21, 1991  
 Updated March 14, 1991



**STATEMENT OF SIGNIFICANCE/EVALUATION CRITERIA (Cont.)**

"Winning of the West" bases by outstanding S.F. sculptor Arthur Putnam feature three bands of historical subjects: ox-drawn covered wagons with weary pioneer and dog, seated pumas (mountain lions) looking down at a scared jackrabbit and overlooked by an Indian head, and alternating prospectors and mounted Indians. Willis Polk designed the ensemble of base and pole in 1908 for United Railways' trolley poles with street lights. The City had required the company to provide "highly ornamental" poles, plus lamps upon them and electricity for them, as the price for permitting the much opposed overhead trolley wires. Granting the permit by the corrupt Board of Supervisors, only five weeks after the 1906 earthquake, was linked to graft payments of \$50,000 to then-Mayor Schmitz and \$4,000 to \$15,000 each to 17 of the 18 Supervisors. It became a prime subject of the graft trials of political boss Abe Ruef, United Railroads president Patrick Calhoun, and United Railroads chief counsel Tiley Ford, who had transmitted \$200,000 of the company's money to Ruef, and had apparently agreed with him about the compromise of providing highly ornamental poles. The tops were designed in 1916 by sculptor Leo Lentelli and engineer Walter D'Arcy Ryan, whose lighting designs for the Panama Pacific International Exposition of 1915 had inspired emulation on the City's principle thoroughfare. The 1916 installation, from the Ferry Building to Seventh Street, was a cooperative effort by the Down Town Association, Market Street merchants and property owners, the Pacific Gas & Electric, and United Railroads (now part of Muni). To service the tall poles, PG&E invented an ancestor to the cherry picker. Path of Gold tops were added to the Winning of the West bases from Seventh to Valencia in the mid-1920s. In the 1972-73 Market Street Beautification after BART construction, all the poles and ornaments were replaced with replicas, fitted with new high pressure sodium vapor lamps. In the mid-1980s, original Path of Gold standards were used to extend the system out Market Street to just beyond Castro.

**B. HISTORY (Cont.)**

7. Persons (cont.) Arthur Putnam (1873-1930), outstanding California sculptor best known for bronzes of pumas and other animals. His works are in the collection of the Legion of Honor and as architectural ornament on several major downtown buildings.

Willis Polk (1865-1924), an originator of Bay Area Tradition architecture, a publicist and designer of San Francisco's City Beautiful movement, architect of the Halliday, Hobart and Kohl Buildings (Landmarks 37, 162 and 161), the Bourne Mansion (Landmark 38), and Jessie Street Substation (Landmark 87). He reconstructed, reinforced or added to Mission Dolores, the Mills and Kohl Buildings, and 465 California. Other outstanding downtown buildings of his include 2 and 298 Post, 433 California, and 425 Mason. Among the residences he designed are 1013-1019 Vallejo (Polk family and Mrs. Virgil Williams), 2662 Jackson (for George W. Gibbs), 2840 and 2880 Broadway (respectively for Julia Welch and Albert Ehrman), 3203 Pacific (for the Porters), 2960 Broadway (for S.I. Naphtaly), and 1969 California (for Constance deYoung Tobin).

Patrick Calhoun (1854-1943), president of United Railroads (a predecessor of Muni), southern aristocrat and grandson of Andrew Jackson's vice president, and arrogant breaker of America's longest and most bitterly contested streetcar strike in 1907, was indicted in the 1907 graft trials for the next-to-largest bribe to the supervisors, \$85,000, for approval of the overhead trolley franchise which included the "highly ornamental" poles on Market that are the Path of Gold bases. After this trial, he did carry out this condition in the franchise.

Abe Ruef (1864-1936), San Francisco's turn-of-the-century political boss who was convicted in 1908 of graft, including receiving \$200,000 from United Railroads for arranging the streetcar franchise, of which he passed \$50,000 to Mayor Schmitz and \$85,000 to 17 of the 18 supervisors. In his memoirs Ruef claimed to have suggested the ornamental trolley-and-light poles.

Walter D'Arcy Ryan (1870-?), electrical engineer, lighting designer of the Panama Pacific International Exposition and the Path of Gold (globes, height, spacing, electrical installation).

Leo Lentelli (1879-?), sculptor for the PPIE, of the Path of Gold tops, of statues on the Main Library facade.

Tirey L. Ford (?-1928), United Railroads chief counsel, former State Attorney General, financial conduit between Ruef and Calhoun, tried twice for bribing supervisors, afterwards member of the State Prison Board.

8. Events: (cont.) owners and merchants contributed money for lighting. The City gave permits, legislation and use of the streets. PG&E installed the fixtures and maintained the tops. United Railroads provided poles. Grand parade and opening on 4 October 1916.

Several of the San Francisco Graft Trials of 1907 concerned the corrupt trolley franchise, granted to United Railroads 24 May 1906, which had called for the erection of "highly ornamental" trolley-and-light poles along Sutter to Van Ness and along Market to Valencia. To get the franchise, United Railroads gave boss Ruef \$200,000, of which he passed \$50,000 to Mayor Schmitz and \$85,000 to the supervisors. United Railroad's Calhoun and Ford (see Persons section) were tried for this bribery, and it formed a large component of the trials of Ruef and Schmitz. After the trials were over, United Railroads went ahead with the ornamental poles, which are the Winning of the West bases to the Path of Gold.

Market Street Beautification in 1972-1973 and 1973-1985.

9. Patterns of History: (cont.) "Great White Way," and the importance of night lighting to retailers.

#### D. INTEGRITY (Cont.)

13. Integrity: (cont.) 1970s all were replaced with new replica castings from the old standards, the bases on molds commissioned of sculptor Spero Anargyros by the City in 1961. At this time the new standards were not located in exactly the same places as the original ones. For instance, some blocks now have one more or one less than they used to; there were six east of Steuart Street, none now; and where two streets meet at the north side of Market, sometimes the standard used to be located off the line of Market and on the north side of the intersecting east-west street (e.g. Geary), but now it is aligned with Market on the island bounded by the south side of the east-west street, Market, and the other intersecting street.

After 1983, 103 of the original standards were used to bring the Path of Gold out Market to just beyond Castro Street. These were not porcelainized and gold trimmed as the 1970s replicas; they were simply painted blue. The type of lamps inside the globes has changed repeatedly over the years.

Prepared by Anne Bloomfield, Landmarks Board Vice-President, January 26, 1991.

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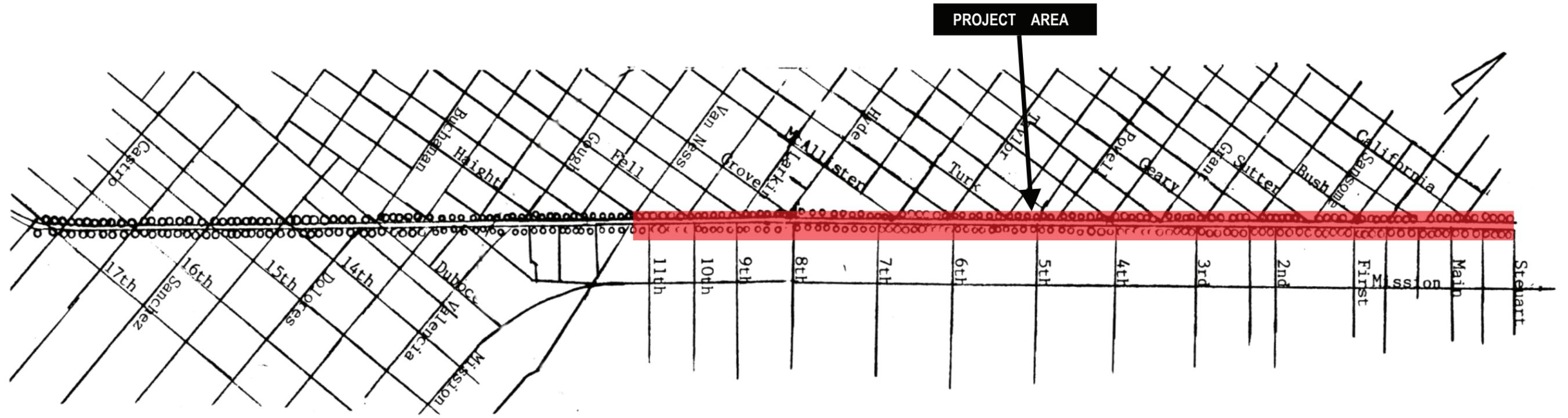
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VFM:mj:919



# Project Area Map



PATH OF GOLD LIGHT STANDARDS  
SKETCH MAP

- ==== Market Street
- One Path of Gold light standard

LightRail  
SF Historic Preservation Committee  
June 18, 2014 | 12:30pm

**Presenters:**

Ben Davis, Founder of Illuminate the Arts // George Zisiadis and Stefano Corazza, LightRail Artists // Brady Nadell, Engineer at Parsons Brinckerhoff

**Project Overview**

LightRail is the world's first subway-responsive light sculpture, illuminating two miles along San Francisco's Market Street, from Van Ness Avenue to The Embarcadero. It is being presented by Illuminate the Arts, the organization that produced THE BAY LIGHTS.

By beautifully visualizing the real-time movement of underground trains, LightRail will transform San Francisco's preeminent thoroughfare into a scene of wonder and awe for millions of people, re-establishing Market Street as a place of destination rather than a mere route of passage. The installation will visually connect Market Street's long-fragmented communities and further fuel efforts aiming to revitalize Market Street--while reinforcing the corridor's historic creative essence. The artwork will be temporary--lasting only through 2018, the year Market Street is slated to be reconfigured to better serve and inspire our city's residents and visitors for generations to come. In a contemporary nod to Market Street's history of purposeful and beautiful illumination, LightRail mirrors the historic intention of the Path of Gold lights which created vibrancy through illumination more than a century ago.

**Project Status**

After a year of exploring a wide range of possible design solutions, LightRail is in its final planning stage. It has received explicit support from the Mayor's Office, the SF Arts Commission, SFPDW, SFMTA, SFPUC and the business and creative community. Parsons Brinckerhoff, one of the world's leading engineering firms, and the designers of THE BAY LIGHTS, have created the project's technical design.

The installation consists of LED light tubes suspended from the MUNI overhead catenary system (OCS). The installation, a rail of energy-efficient LED lights that travel 2.1 miles up and down the length of Market Street, from One Market to Van Ness, sips power from components contained in small boxes mounted onto 83 of the 194 Path of Gold (POG) poles. The entire installation is temporary and reversible. No wiring will run on the exterior of the poles. All wiring will be run through the interior of the poles.

The team recognizes the poles' historical and aesthetic importance and has done everything possible to create as minimal visual impact as possible. The original design suspended the light tubes from cantilevered arms anchored into the POG poles. The team figured out how to not burden the poles and suspend the tubes directly from the OCS instead. After receiving feedback from Tim Frye, the team reworked the electrical design of the installation to reduce and elongate the box size from 20" w x 24" H x 8" D to 11.5" W x 40" H x 8" D to best match the shape of the pole. The boxes will be painted identically to the poles. Their exact placement is flexible, but per the ARC's request they are currently placed about halfway up the height of the pole, ten feet high, and will not interfere with placement of banners or pedestrians. Rubber gaskets between the poles and box clamps will ensure no damage to the poles. A 3/4" hole must be drilled into the pole near the box to run wiring from underground. A second 3/4" hole will be drilled at the top of the pole to allow the wiring from the box to exit the pole and connect to the OCS. These two holes will be refilled and repainted following installation. With pedestrians focused on the moving light beams, the boxes will recede into the overall urban background.

The current solution was reached only after exploring every other possible alternative. Parsons Brinckerhoff looked thoroughly at potentially placing the technical components inside the base of the poles but deemed it unfeasible. The bases are not watertight and the components can not be kept waterproof or contaminant free in that environment, compromising the installation's integrity. Nor can the bases be easily and quickly accessed for regular maintenance. The purpose of the boxes is to create a necessary weatherproof and tamperproof enclosure, and to allow for quick, regular maintenance.

The team also explored placing the boxes only on traffic light poles and MUNI support poles. This was also deemed unfeasible. The power source for LightRail is the same power source for the POG poles. Therefore, the boxes need to be associated with the POG poles. Also, LightRail must be attached to the same poles that the Muni catenaries are attached to, which in almost all of the cases are the POG poles, and therefore the boxes have to be located at the POG poles where the power is coming from and where the Muni catenary system is attached to. The MUNI and traffic light poles alone are too few and far between to accommodate the electrical requirements.

The installation will be an opportunity to benefit the POG poles overall. The interior wiring will be upgraded free-of-charge to the city. Leftover materials from banners will be removed free-of-charge by the installation team. The team will also conduct a survey of the existing state of the poles to help the commission and the DPW in their ongoing maintenance efforts--setting the stage for the Path of Gold's return to health and civic attention in 2018. In order for LightRail to be realized, it seeks the Historic Preservation Commission's affirmative support.

## Project Evolution

Original Design: Suspending light tubes from cantilevered arms anchored on POG poles.



Current Design: Suspending light tubes directly from MUNI catenary system.



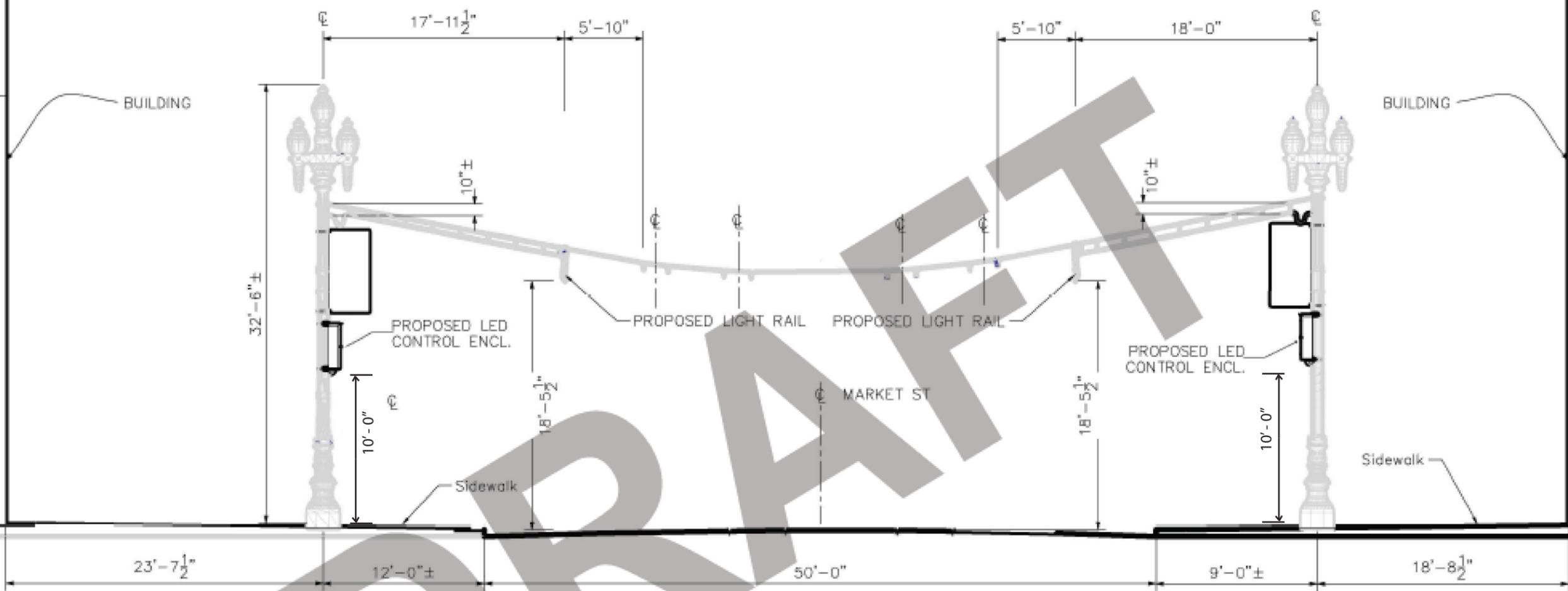
## Project Evolution

Initial Box Dimensions: 20" W x 24" H x 8" D



Current Box Dimensions: 11.5" W x 40" H x 8" D





FILE  
DATE  
TIME  
USER

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

REV	DATE	BY	APP	FIG NO	DESCRIPTION	SCALE	REVISION

DESIGNED BY  
L BERGERON  
DRAWN BY  
L BERGERON  
CHECKED BY  
D GTO  
IN CHARGE  
B NADEL  
DATE  
3/24/14

**lightrail**

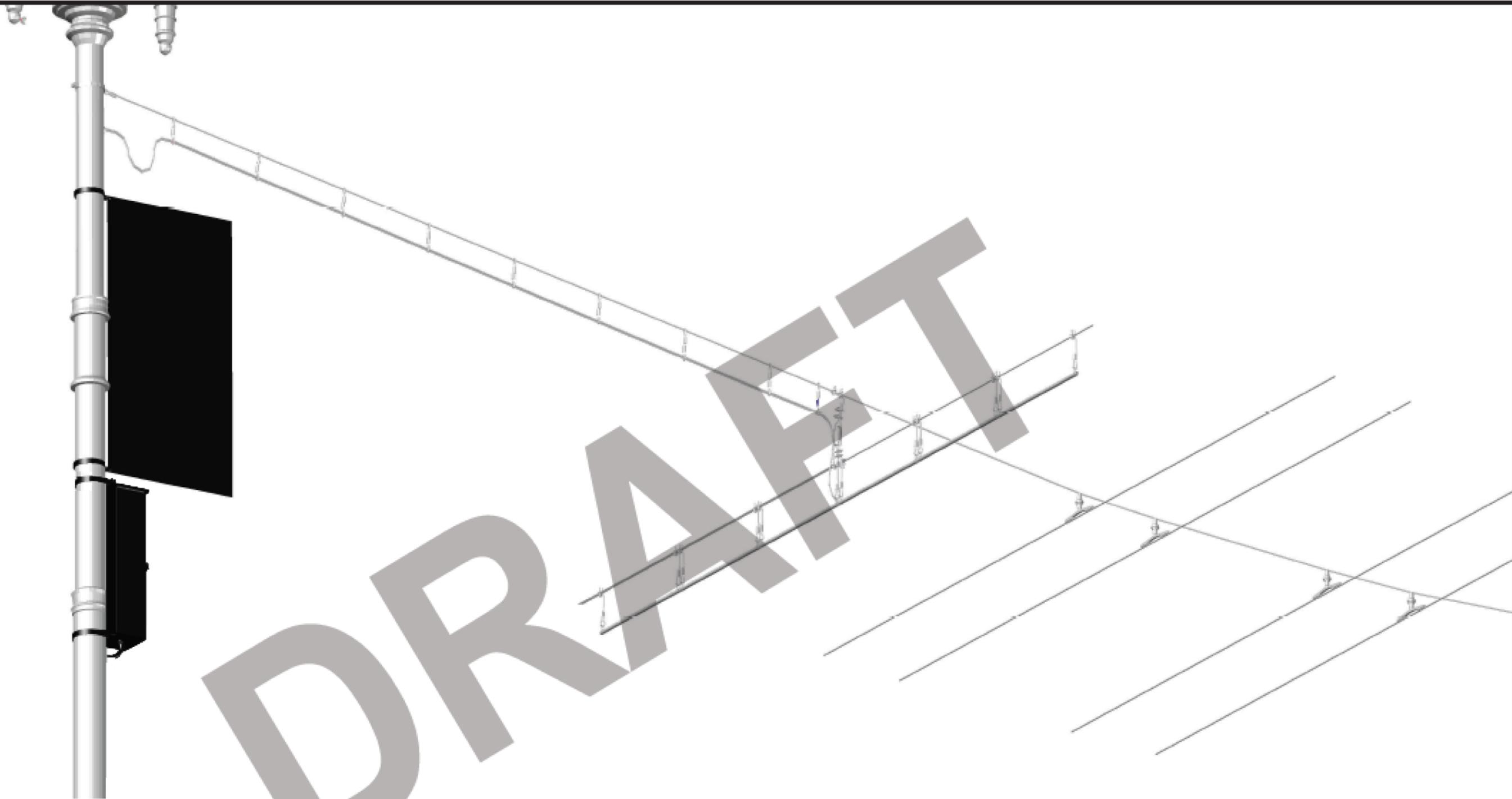





**LIGHTRAIL PROJECT  
ELECTRICAL PLAN**

LIGHTRAIL - TYPICAL CROSS SECTION

CONTRACT NO	CONTRACT #
DRAWING NO	DRAWING 016
REV	000
SCALE	NO SCALE
E016	



DRAFT

OUTPUTS TO LIGHTRAIL CATENARY FROM PATH OF GOLD POLE

\$FILES\$  
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THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

REV	DATE	BY	APP	REV NO	DESCRIPTION

CHECKED BY  
 L. BERGERON  
 DRAWN BY  
 L. BERGERON  
 DESIGNED BY  
 D. OTO  
 IN CHARGE  
 B. NADELL  
 DATE  
 08/24/14









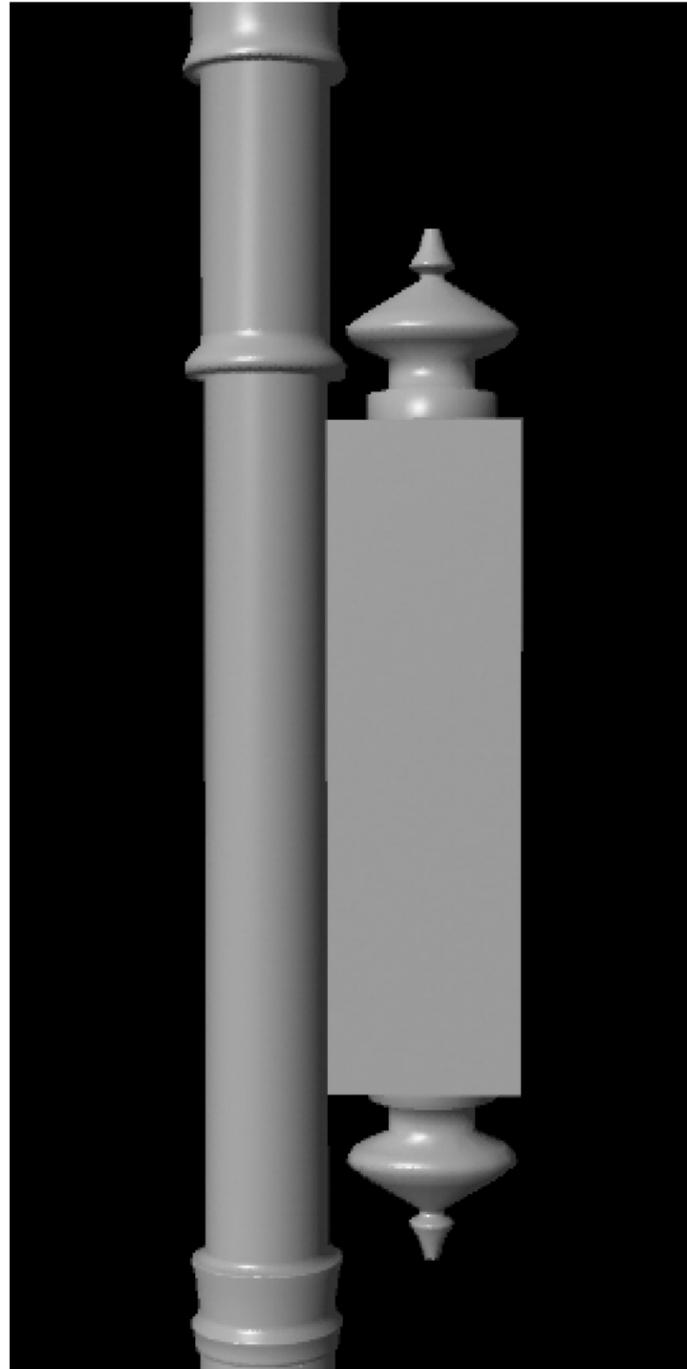
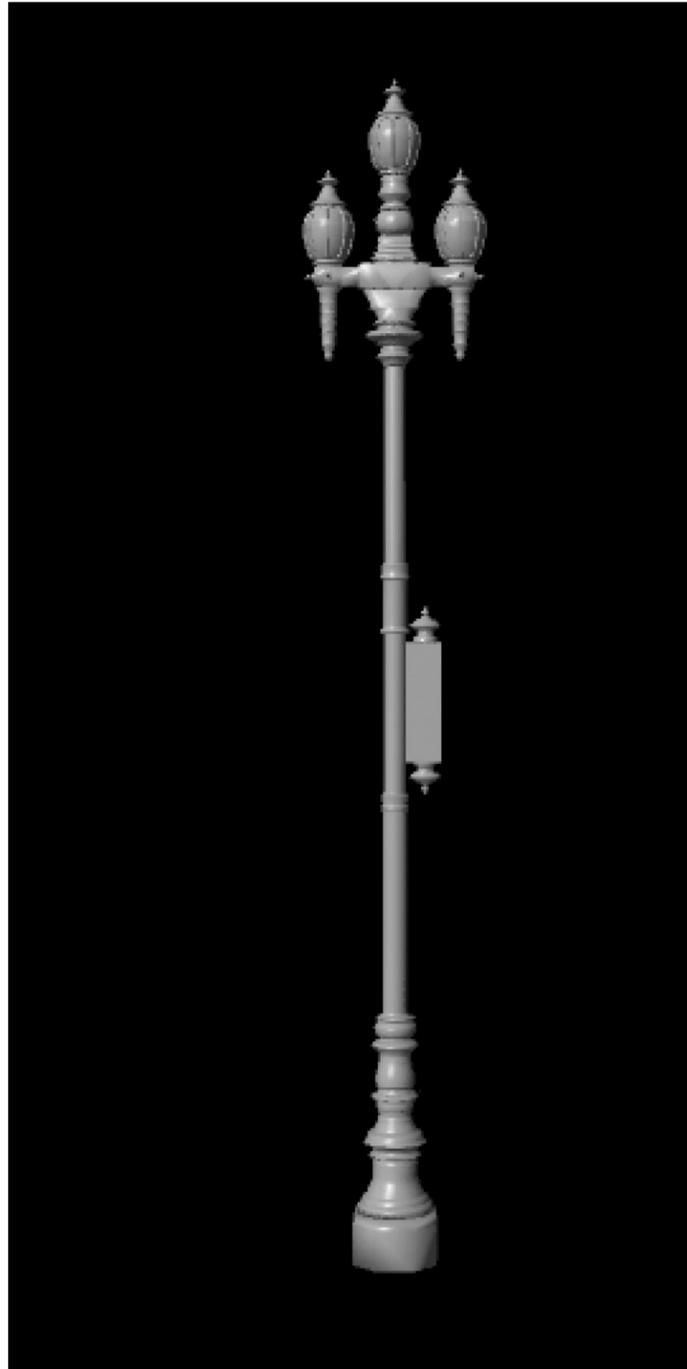


## LIGHTRAIL PROJECT ELECTRICAL PLAN

FEED TO CATENARY FROM POG POLE

CONTRACT #	
DRAWING NO	REV
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E-013	

## Decorated Box Renderings



## 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.

## Overall LightRail Maintenance Plan

### STEP 1– PLAN

- Identify Specific Tasks
- List Each Goal
- Identify Personnel Involved
- List Equipment Needed
- List Time Required

### STEP 2 – INSPECT

- Identify Routine Time Period between Inspections
- Visual Inspection of Control Panels, Security Provisions, and Mounting Hardware
  - Dirt
  - Insulation Discoloration
  - Insect/Rodent Presence
  - Moisture accumulation
- Odor Presence
- Unusual Presence of Heat in Components
  - Use Infrared Viewer
- Once each month, inspect entire length of system for failure of LED lighting fixtures
  - Replace with new fixtures where required

### STEP 3 – CLEAN

- Consult Manufacturers documentation for specific cleaning requirements
- Clean all components
  - Vacuum dust, dirt, and foreign material from cabinet
  - Use Citrus based, general purpose solvent on all insulators and conductors
- Avoid any abrasive cleaning mediums
- Clean all contact surfaces

### STEP 4 – TIGHTEN

- Determine recommended torque values from International Electrical Testing Association and manufacturer's recommendations
- Tighten all fasteners on all electrical components and connections

### STEP 5 – LUBRICATE

- Evaluate components and determine from manufacturer's recommendations any lubrication Requirements and obtain the proper lubrication media.
  - Lubrication of Non-Conductor joints or moving members using appropriate material
  - Lubricate Conductors, stabs, and other such equipment with "black grease" do not scrub the surface

### STEP 6 - TEST

- Where it applies, measure insulation resistance and record
- Test all equipment and devices within the enclosure using the NETA specifications

### STEP 7– RECORD

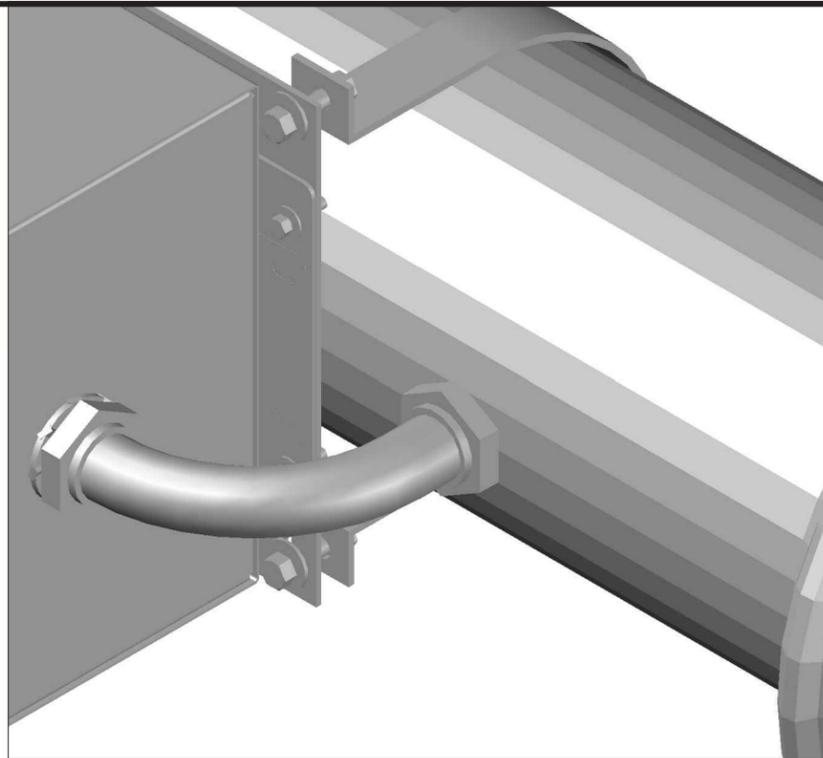
- Using testing and recording forms from NFPA 70B for recording date, identification
- And all pertinent data for each control panel inspected and tested.

### STEP 8 – EVALUATE

- Evaluate Results
- Report anomalies
- Schedule Repair for all defects discovered
- Record all repair activity

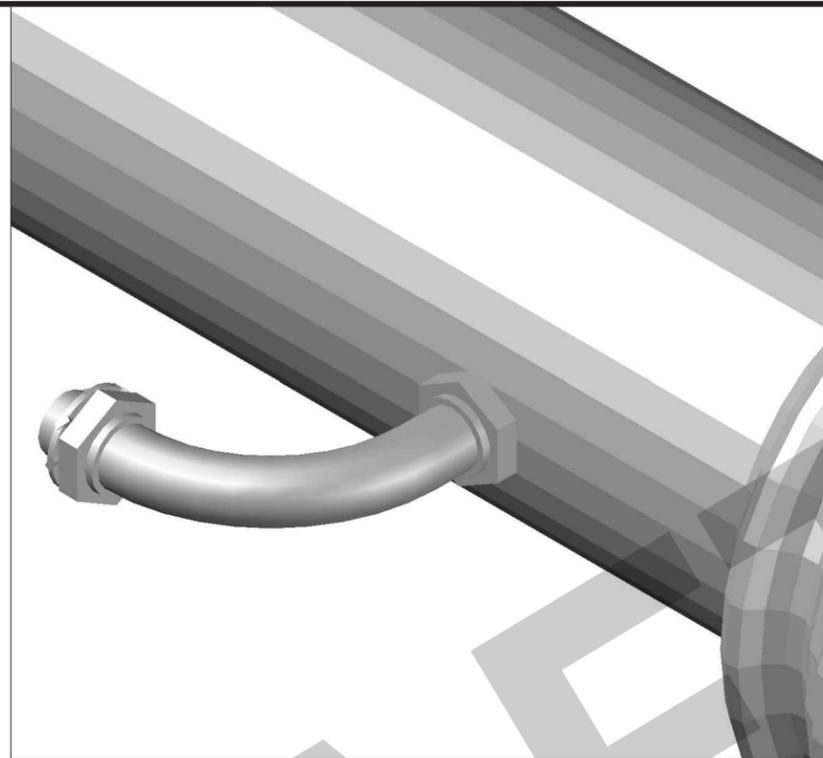
### FREQUENCY OF MAINTENANCE

- Inspect and test annually for two consecutive years
- Review maintenance and test records and reduce interval if conditions
  - Indicate maintenance and testing is required more often.
- Repeat the inspection and review process on a continuous basis for the life of the system



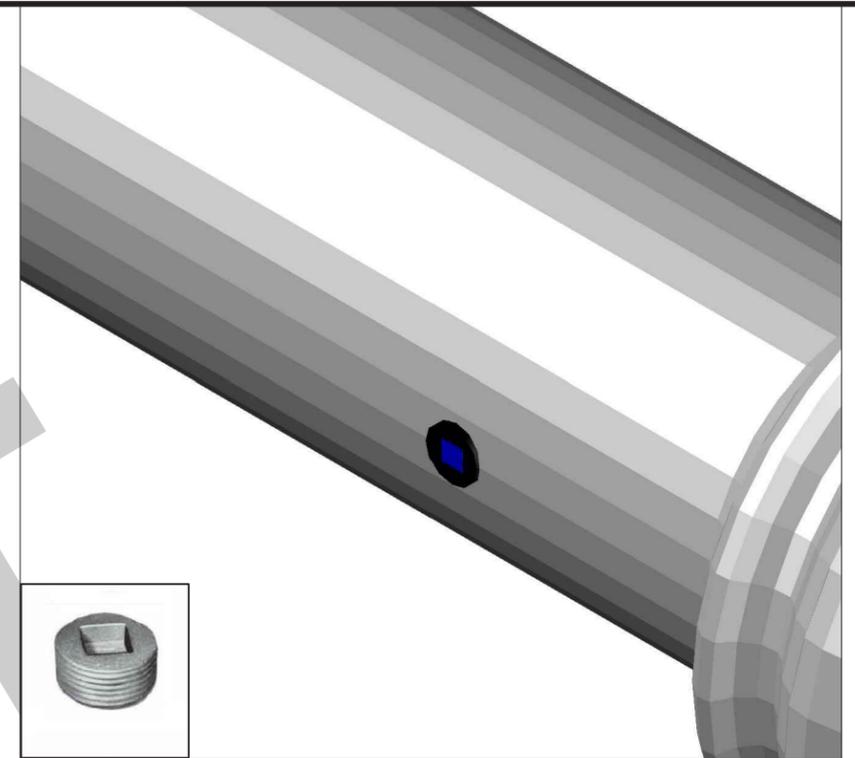
**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 1**

1. SCHEDULE DEMOLITION WORK A MINIMUM OF 14 DAYS PRIOR TO DATE OF START OF WORK WITH NOTICE TO CITY OF SAN FRANCISCO ELECTRICAL UTILITY DEPARTMENT OF WORK TO BE DONE, NUMBER OF PERSONNEL TO BE IN THE WORK LOCATION, TIME OF START AND COMPLETION, WORK TO BE DONE, AND SPECIFIC LOCATION OF ELECTRICAL WORK, AND EQUIPMENT AND VEHICLES TO BE INVOLVED IN THE WORK PROCESS.
2. AT THE WORK LOCATION PRIOR TO START OF DEMOLITION, CORDON OFF ELECTRICAL SERVICE LOCATION WITH APPROVED BARRICADES AND CAUTION TAPE PER CITY OF SAN FRANCISCO STANDARD SAFETY PROCEDURE.
3. AT ELECTRICAL SERVICE, OPEN DEDICATED LIGHTRAIL CIRCUIT BREAKER, 2-POLE, 208VAC, 20A, LOCK CIRCUIT BREAKER IN OPEN STATE AND TAG WITH LOCKOUT/TAGOUT INFORMATION PER CAL OSHA STANDARD ELECTRICAL SAFETY PROCEDURE.
4. USING STEP LADDER OR MAN-LIFT, ACCESS AND OPEN LIGHTRAIL CONTROL PANEL AND DISCONNECT WITHIN, ALL CONDUCTORS ENTERING AND LEAVING CONTROL ENCLOSURE THROUGH THE CONDUIT ENTERING BOTTOM OF ENCLOSURE.
5. OPEN POLE BASE COVER AND PULL BACK INTO BASE OF POLE, ALL CONDUCTORS ENTERING CONTROL ENCLOSURE FROM POLE BASE.
6. RAISE MANLIFT TO LEVEL OF NIPPLE AT EXIT POINT AT CATENARY SUSPENSION POINT,
7. PULL OUT OF POLE, ALL CONDUCTORS REMAINING IN POLE THAT WERE DISCONNECTED FROM TERMINALS WITHIN CONTROL ENCLOSURE.
8. REMOVE SEALING CABLE CONNECTOR FROM CONDUIT PENETRATION AT POINT OF CATENARY SUSPENSION.
9. PROCEED TO STEP 2.



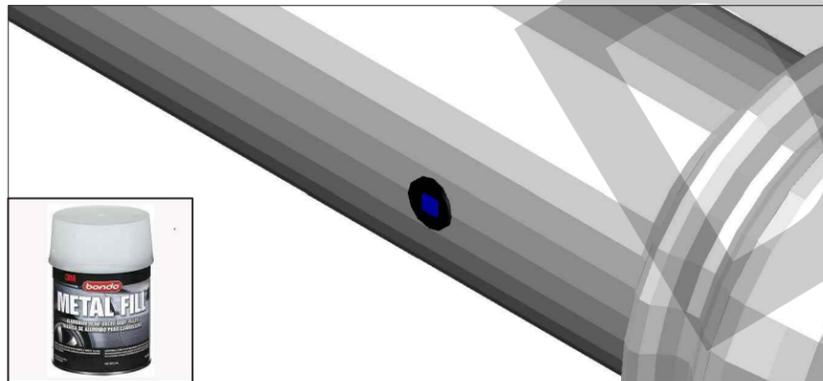
**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 2**

1. STORE SALVAGED CONTROL ENCLOSURE AND REMOVED MOUNTING HARDWARE FOR LATER DISPOSITION.
2. REFER TO ABOVE INSET. REMOVE FLEXIBLE CONDUIT AND FITTING FROM THREADED CONDUIT ENTRY IN POLE.
3. SALVAGE FLEXIBLE CONDUIT AND FITTING FOR LATER DISPOSITION.
4. THOROUGHLY CLEAN THREADED HOLE AND AREA AROUND PENETRATION WITH SOLVENT, BEING CAREFUL NOT TO DAMAGE THREADED HOLE OR AREA ON THE POLE SURFACE AROUND THE PENETRATION. DO THIS FOR BOTH THE CONDUIT ENTRY, ABOVE, AND THE EXIT HOLE AT THE UPPER LOCATION WHERE THE REMOVED CABLES TO THE CATENARY FORMERLY RESIDED.
5. CAREFULLY EXAMINE ALL SURFACE AREAS OF THE POLE TO DETERMINE ANY AND ALL POINTS OF BEARING ON THE POLE WHERE DAMAGE TO THE POLE FINISH OCCURRED DURING THE PERIOD OF OPERATION. IN STEPS 5. AND 6. BELOW, APPLY THE SAME FINISHING REQUIREMENTS TO THOSE AREAS WHERE DAMAGE TO THE POLE SURFACE FINISH OCCURRED AT THE CONTROL PANEL MOUNTING LOCATIONS.



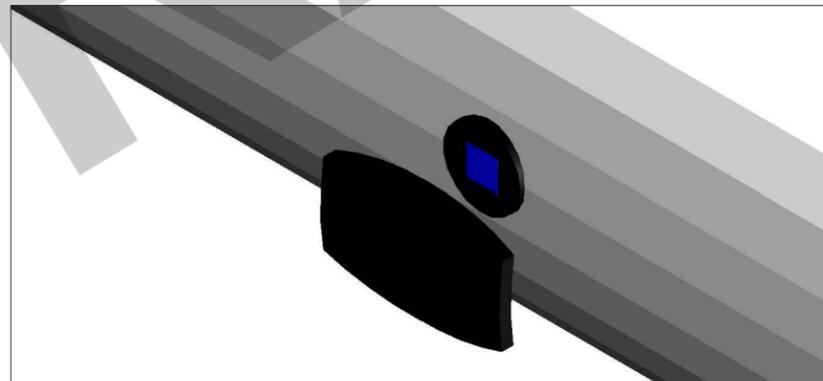
**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 3**

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



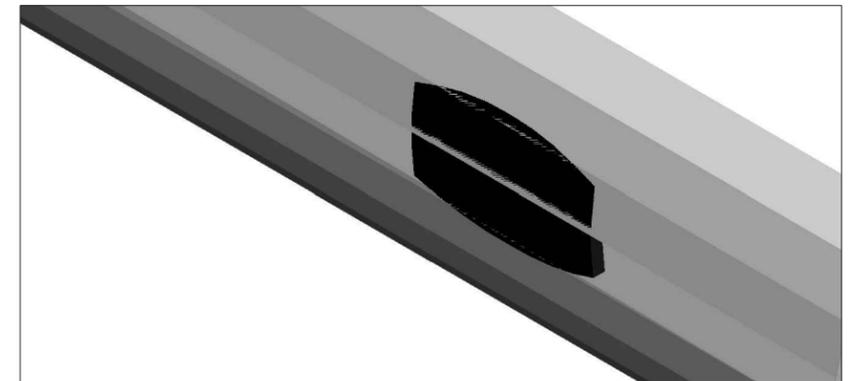
**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 3**

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



**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 3**

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.



**CONTROL PANEL REMOVAL AND POLE RESTORATION – STEP 3**

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 PRIMED 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 EQUIPMENT REMOVED IN CONNECTION WITH THE DEMOLITION OF THE LIGHTRAIL SYSTEM.
3. THE PROJECT WARRANTY AND GUARANTEE PROVISIONS INCORPORATED INTO THE ORIGINAL INSTALLATION PROJECT WILL APPLY TO ALL REPAIRED PENETRATIONS AND SURFACES UNDER THIS DEMOLITION PROGRAM.

\$FILE\$  
\$DATE\$  
\$TIME\$  
\$USER\$

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY  
L BERGERON  
DRAWN BY  
L BERGERON  
CHECKED BY  
D OTO  
IN CHARGE  
B NADELL  
DATE  
SDATE#

**LIGHTRAIL PROJECT  
ELECTRICAL PLAN**

CONTROL PANEL REMOVAL AND POLE REPAIR

CONTRACT NO	CONTRACT #
DRAWING NO	REV
DRAWING 029	000
SCALE	
E-029	

LightRail  
SF Historic Preservation Committee  
June 18, 2014 | 12:30pm



870 Market Street Suite 456 San Francisco, CA 94102 415-362-2500  
[Carolyn@marketstreetassociation.org](mailto:Carolyn@marketstreetassociation.org)

June 6, 2014

To: Historic Preservation Commission

Re: Light Rail on Market Street

Dear Commissioners:

The Market Street Association is a non-profit organization dedicated to the revitalization, rehabilitation and improvement of Market Street.

We have been presented with the details of the LightRail art installation by artists George Zisiadis and Stefano Corazza and presented by Illuminate the Arts.

As you know the LightRail is the worlds first subway-responsive light sculpture, designed with thousands of LED lights strung for two miles along San Francisco's iconic Market Street, from Van Ness Avenue to The Embarcadero.

I understand that there will be a service box addition to the "Path of Gold" lampposts. I believe that this will not detract from the historic element of the lampposts. The benefit of having this incredible art piece on Market Street should not be denied because of a slight modification to the lampposts.

Our Market Street has been selected to showcase this unique and modern art technology. Similar to The Bay Lights, the LightRail project will bring notoriety and unprecedented interest to the street.

We fully support this project and urge your support.

Sincerely,

Carolyn Diamond  
Executive Director



June 3, 2014

To Whom It May Concern:

Please accept this letter as an expression of our support of the LightRail, an art installation created by artists George Zisiadis and Stefano Corazza and presented by Illuminate the Arts.

LightRail is the world's first subway-responsive light sculpture, designed with thousands of LED lights along two miles along San Francisco's iconic Market Street, from Van Ness Avenue to The Embarcadero. The installation visualizes the real-time movement of underground trains along this historic street and will transform San Francisco's main artery into a scene of wonder and awe for millions—while highlighting the crucial importance of public transit for the future of our cities in a beautiful and compelling way.

The long term goal of Illuminate the Arts is to elevate awareness of the importance of art and stimulate greater giving to the arts. This includes increased sponsorship, organizing other art installations and providing grants to artists and arts organizations. In a way, LightRail brings the energy created by The Bay Lights – Illuminate the Arts' initial project – all the way into the heart of San Francisco.

For these and many other reasons, we whole heartedly support the effort to make LightRail a reality.

Best regards,

Dina Hilliard  
Executive Director  
North of Market/Tenderloin Community Benefit District