

salesforce.com Global Headquarters Complex **Master Plan & Major Phase Submittal**

Mission Bay South: Blocks 26, 27, 29, 30, 31, 32, 33 & 34
September 13, 2011

San Francisco Redevelopment Agency

Major Phase Design Team

- Legorreta + Legoretta- Design Architect
- Flad Architects- Executive Architect
- Tom Leader Studio/ Andrea Cochran Landscape Architects- Landscape Architect
- Sherwood Engineers- Civil Engineer
- Atelier 10- Sustainable Design
- Urban Design +- Urban Design
- Adavant Consulting- Transportation Consultant
- Buro - Happold- MEP
- RWDI- Wind Consultant



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Introduction

Salesforce.com is submitting this Major Phase and Master Plan application for Blocks 26, 27 and 29 through 34 for their proposed new global headquarters in recognition of their dedication to San Francisco as not only a corporate environment, but as a part of the living center that many of their employees call home. This Major Phase serves as a masterplan for the headquarters; creating a road map for salesforce.com as it builds individual buildings over time. The decision to locate in San Francisco has driven the project team to develop an urban response to the corporate requirements, with a strong public face which celebrates the City and neighborhood while echoing salesforce.com's culture.

The project contains predominatly office space, and is supported with restaurant and retail space, open space, fitness areas, childcare, auditorium and parking for automobiles, motorcycles and bicycles. Key drivers for the urban design approach incorporate a welcoming public core, inspired by the waterfront. An inviting and permeable ground plan with publicly-accessible open space respects and enhances the city and bay views. The project encourages transportation options by respecting the existing city patterns and responding to available public transportation systems.

Sustainability is a strong corporate goal and hallmark of salesforce.com. With a strong commitment to building community, the essence of a triple bottom line will be defined and supported by innovative technologies in the buildings, an active and engaging setting, and innovative architecture that celebrates color.

Philosophy of Legorreta + Legorreta's Architecture.

Legorreta + Legorreta's design for salesforce.com Mission Bay Headquarters gives physical evidence of salesforce.com's philosophy of innovation. This idea is imprinted in the project design through the use of brilliant colors, lattice facades, sculptural shapes, and light-filled spaces. With a modern sensibility, Legorreta + Legorreta's design holds a great appreciation for traditional Mexican architectural elements and local San Francisco cultural adaptations.

Their ability to assemble wall planes, light, scale, geometry, emotion and color in a unique manner is a distinctive feature in their architecture. By understanding the changing quality of light, they allow their designs to let light give life and character to architectural spaces. Through the use of scale, spaciousness can be created from moderate space. Geometric shapes are ever present in the form of cubes, cylinders, or triangular prisms. Brilliant colors are often the most notable element in Legorreta + Legorreta's architecture; their philosophy is that color is a part of the world around us, a symbol of our emotions and a way to enhance one's experience with architecture. Furthermore, Legorreta + Legorreta never falter in their belief that the most important element in architecture is the people who live within it.

"Designing the salesforce.com campus is both an incredible opportunity and an incredible responsibility to create a new urban center for the city of San Francisco. The goal is to build an open and lively urban campus that both the community and salesforce.com can enjoy." Legorreta + Legorreta

Salesforce.com Overview

After looking at sites throughout the Bay Area, salesforce.com reinforced its commitment to San Francisco in November 2010 with the purchase of 14 acres in Mission Bay for a new global headquarters that will comprise up to 2 million square feet of office space. The company chose to stay in San Francisco because the city offers a recruiting edge – appealing to a highly educated workforce that doesn't want to commute to Silicon Valley or the East Bay. The company also felt the Mission Bay area was a dynamic location that offered the best environment to build a space that inspired innovation and creativity and reflected the company's culture.

Salesforce.com

Founded in 1999 in San Francisco, salesforce.com is considered a pioneer in what's now called "cloud computing." It is the leader in cloud computing for businesses, providing services that include applications for CRM (customer relationship management) and social collaboration, as well as a platform for custom application development. Salesforce.com has transformed the way more than 100,000 companies around the world collaborate and communicate. In its fiscal year ended January 2009, salesforce.com became the first enterprise cloud computing company to report \$1 billion in annual revenue. In February, it forecast more than \$2 billion in revenue for the current 2012 fiscal year. No other enterprise cloud computing company has achieved this milestone.

Salesforce.com has been on Fortune's list of the 100 Best Companies to Work for the past two years, and was fourth on Fortune's 100 fastest growing companies for 2010. Forbes magazine named salesforce.com among the 100 Most Trustworthy Companies for 2010.

Salesforce.com in the Community

When CEO Marc Benioff founded the company in 1999, he also created the salesforce.com Foundation as a public charity. His unique concept was a 1/1/1 model of integrated corporate philanthropy: donate 1 percent of salesforce.com's pre-IPO stock to offer grants and monetary assistance to those in need; contribute 1 percent of salesforce.com employees' time, or six days of paid time off, for volunteerism; and donate or discount 1 percent of product licenses to nonprofits. To date, the salesforce.com Foundation has donated licenses to more than 10,000 nonprofits in 70 countries, distributed more than \$23 million in grants, and contributed more than 250,000 volunteer hours.

Salesforce.com in San Francisco

Keeping salesforce.com headquartered in San Francisco will have large and lasting positive impacts for the City. Almost half of salesforce.com's 5,300 employees live and/or work in San Francisco. The company added about 1,300 employees last year, and it plans to continue to hire aggressively. Additionally, salesforce.com hosts its Dreamforce user conference every year at the San Francisco Moscone Center.

Last year, Dreamforce drew about 23,000 attendees and the company expects this year's Dreamforce will attract about 43,000 attendees – making Dreamforce the city's largest corporate conference.

Over the years the salesforce.com Foundation has provided 91,000 volunteer hours and more than \$300 million in grants specifically to San Francisco organizations. Last year alone, salesforce.com employees contributed 23,000 hours and the Salesforce.com Foundation donated more than \$200 million to city-based organizations. More than 535 nonprofit organizations in San Francisco currently use salesforce.com's products, donated by the Foundation, to manage their mission, including Family Services Agency of San Francisco, Goodwill San Francisco and Project Homeless Connect.

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View from the Town Square looking West towards Third

Project Overview

Project Description

Project Description and Program Development

This Master Plan provides an inspired vision for a consolidated corporate headquarters for salesforce.com in Mission Bay. The proposed project comprises approximately 2 million square feet of Gross Floor Area (as defined in the Mission Bay Design for Development) in eight separate buildings and three pavilions. The buildings are joined within a network of publicly accessible open spaces and pedestrian plazas that foster a spirit of urban placemaking. This project will seamlessly connect to the surrounding Mission Bay neighborhood while also offering itself as a vibrant destination within a diverse and evolving urban fabric. Three of the eight office buildings reach a maximum plan height of 160 feet, further strengthening San Francisco's urban waterfront and skyline. As shown on the adjacent site plan map, this project is located along the eastern edge of the Third Street corridor comprised of Blocks 26 (Parcel 1), 27 (Parcel 1), 29, 30, 31, 32, 33, and 34 for a total site area of 14.0 acres.

While purpose-built for salesforce.com's needs, the project is designed to foster innovation within the company, and to invite the public in through permeable building design and a network of pedestrian friendly streets and open spaces, including a landmark town square intended as an everyday meeting ground for the entire Mission Bay community. The proposed building program includes salesforce.com offices, meeting rooms, facilities for customer training programs, employee fitness and childcare, structured parking, public open space and ground floor retail to serve the Mission Bay community. Several restaurants and neighborhood-serving retail uses are being planned to provide variety to Mission Bay and to bring life to the street and plaza levels of the project.

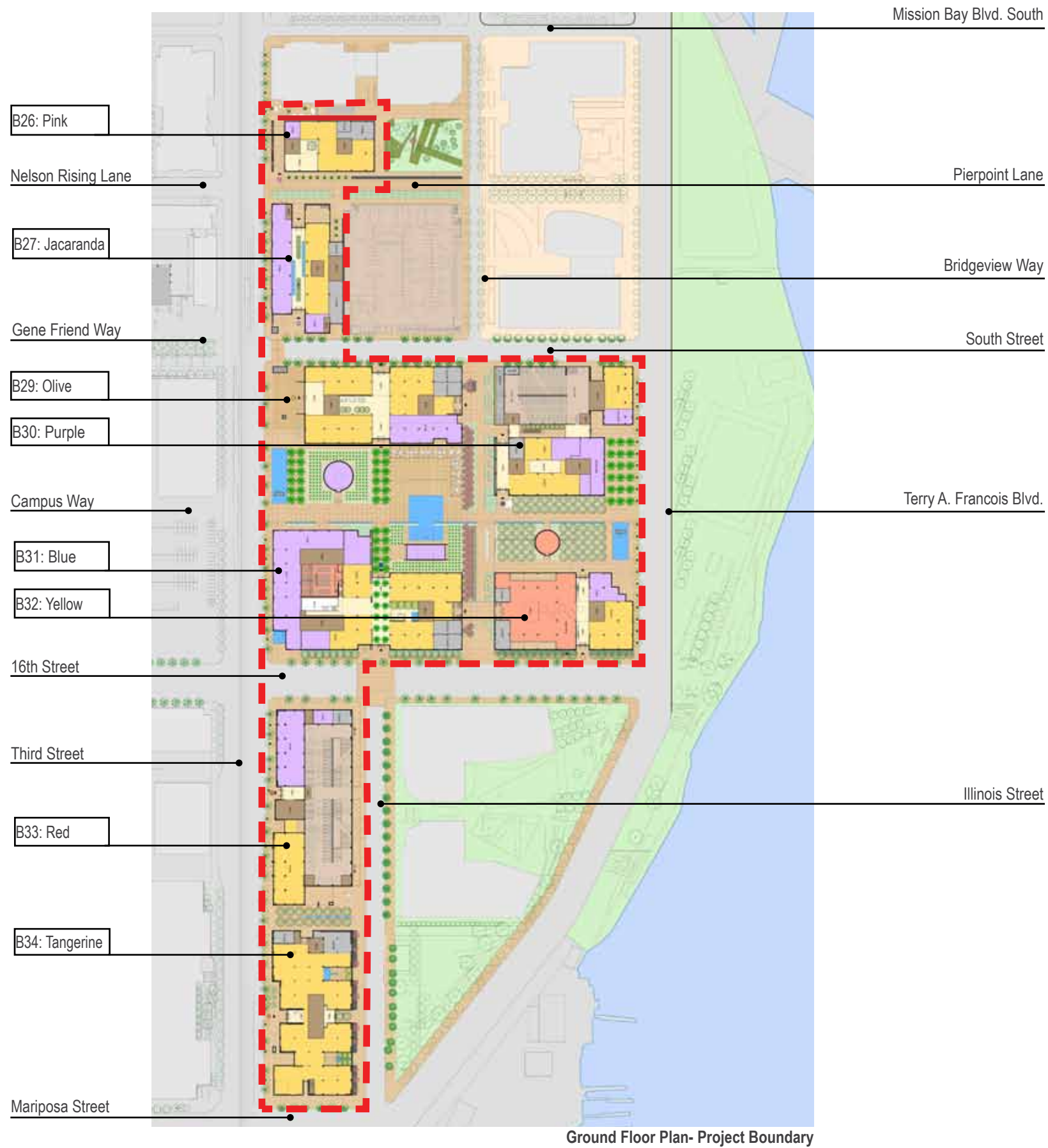
As described in this Master Plan, the design of the salesforce.com headquarters respects the guidelines and standards outlined in the Mission Bay Design for Development and is inspired by San Francisco traditions of public waterfront development.

This Master Plan has benefitted from detailed design review charrettes with participation and input from San Francisco Redevelopment Agency staff, San Francisco Planning Department staff, representatives from salesforce.com, representatives from Legorreta and Legorreta Architects (Design Architect), representatives from Flad Architects (Executive Architect), Tom Leader and Andrea Cochran (Landscape Architects) and from Urban Design+ (Urban Design Consultant). These charrettes took place from February 2011 through May 2011, with continued project planning discussions between SFRA staff and salesforce.com representatives through August 2011. This Major Phase application is the culmination of that collaborative effort.

While there are previous Major Phase Submittals/Approvals for Block 26 (parcel 1), Block 27 (parcel 1) and Blocks 29, 30, 31 and 32, salesforce.com seeks SFRA approval for this Major Phase Submittal for blocks 26 (parcel 1), 27 (parcel 1), 29, 30, 31, 32, 33 and 34. This Major Phase Submittal is intended to supplant any previous Major Phase Applications approved for these parcels.

Wayfinding, Corporate and Retail Signage approval are not requested at this time and will be submitted separately, at a later date.





Project Overview

Overall Ground Floor Plan

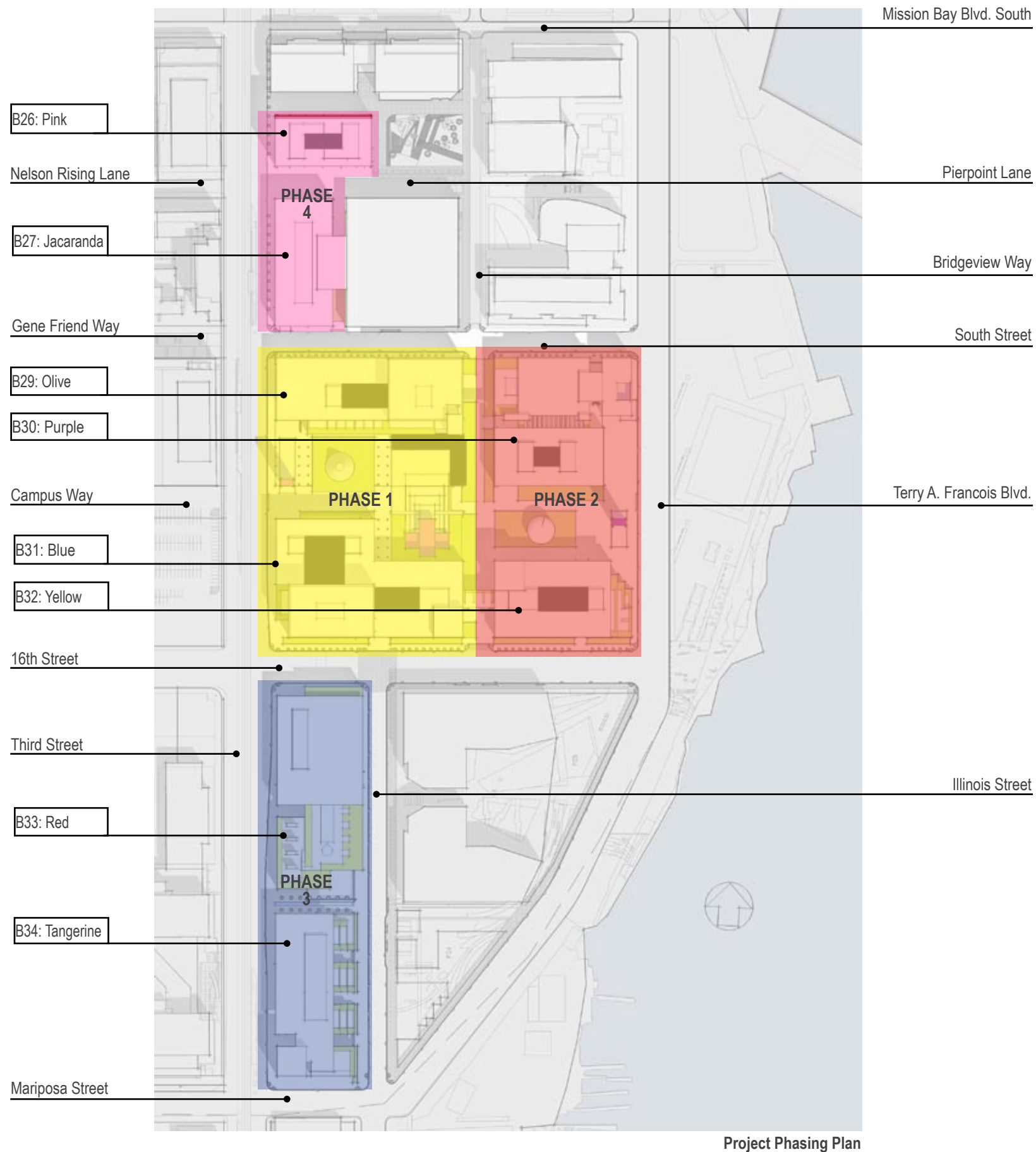
Legend

	Retail
	Office
	Lobby
	Core
	Service
	Childcare
	Parking
	Park / Open Space









Project Overview

Conceptual Phasing Diagram

Legend

	Phase 1- Blocks 29 & 31
	Phase 2- Blocks 30 & 32
	Phase 3- Blocks 33 & 34
	Phase 4- Blocks 26 & 27



Salesforce.com Headquarters- Design for Development Area Exclusion Summary		
	Area (sq. ft.)	Comments
TOTAL OVERALL GROSS FLOOR AREA	2,976,277	
**Area Exclusions:		
1. Basement/Cellar Space	53,847	
2. Attic Space	N/A	Not Applicable
3. Mechanical Penthouse Space	53,712	
4. Intermediate Floor Mechanical Space	N/A	Not Applicable
5. Outside Stairs	N/A	Not Applicable
6. Parking/Loading/Driveways	819,618	Includes parking at Blocks 30 & 33 and below-grade service vehicle circulation at Blocks 29-32
7. Public Arcades, Plazas, Walkways	0	Exterior Arcades, Plazas not counted in Overall Gross Floor Area
8. Balconies, Decks, Terraces	0	Unenclosed Terraces not counted in Overall Gross Floor Area
9. Residential-Serving Elevators	N/A	Not Applicable
10. Window Bays	N/A	Not Applicable
11. Ground Floor Circulation & Service	61,620	
12. Restaurants & Retail Under 5,000 SF	58,500	
13. Interior Open Space	0	Interior Atria above Level 01 not counted in Overall Gross Floor Area
14. Child Care Facilities	6,000	1 @ 6,000 SF Each
15. Cultural/Educational/Religious Space	N/A	Not Applicable
Total Area Exclusions	1,053,297	
TOTAL GROSS FLOOR AREA PER D4D	1,922,980	
** Refer to the Mission Bay South Project Area "Design for Development" document Pages 11 & 12 for specific definitions of the listed SFRA "Gross Floor Area" exclusions.		

CUMULATIVE DEVELOPMENT LEASABLE AREA SUMMARY- MISSION BAY SOUTH (ZONE A)			
Land Use	Zone 'A' ² Area Allocation	Zone 'A' ² Total Development Area Remaining	Zone 'A' ² Proposed salesforce.com Headquarters Development Area
Commercial / Industrial	5,000,000 ¹	1,898,329 ⁵	1,891,000
Neighborhood-Serving Retail	97,600 ^{1, 4}	74,016	58,500
City-Serving Retail	20,000 ³	20,000	6,500
	Total Proposed BOMA Leasable Area		1,956,000
Notes:			
1) Allocation per Mission Bay South Redevelopment Plan (Sec. 304.5 - General Controls & Limitations)			
2) Zone 'A' defined as Blocks 26-34, 36, 38-43 per Mission Bay South Redevelopment Plan (11/02/98), Zone Map (Attachment 3a)			
3) City-Serving Retail only permitted in Zone 'A' at blocks 29, 30, 31, 32, 36			
4) Neighborhood-Serving Retail allocation to Residential excluded.			
5) Square footage listed is the currently understood minimum available.			

Salesforce.com Headquarters Entitlement Area Summary											September 13, 2011	
Block Number	Site Area (Acres)	Site Area (sq.ft.)	Proposed Land Use	Gross Floor Area ³ (sq.ft.)	Leasable Floor Area ⁶ (sq.ft.)	Developed Area ³ (sq.ft.) at Base Height (<90')	Developed Area ³ (sq.ft.) at Tower Height (>90')	Developed Building Height	Planned Retail & Restaurant Area (sq.ft.)	Automobile Parking Spaces ⁴	Bicycle Parking Stalls	Service Loading Spaces
26 (parcel 1)	0.69	30,142	Commercial / Office Retail / Restaurant	177,228	174,281	20,650	20,000 ¹	Base Height 90'-0" Tower Height 154'-6"	1,200	0	42	1
27 (parcel 1)	0.99	43,315	Commercial / Office Retail / Restaurant	143,280	140,898	32,705	0	Base Height 90'-0"	9,500	375 ⁷	83 ⁷	1
29	2.60	113,433	Commercial / Office Retail / Restaurant	348,547 ⁵	342,749	58,597	20,000 ¹	Base Height 90'-0" Tower Height 154'-6"	12,500	0	65	3
30	1.85	80,632	Commercial / Office Retail / Restaurant / Parking	186,176 ²	183,080	31,900	0	Base Height 90'-0"	8,500	900	48	2
31	2.60	113,433	Commercial / Office Retail / Restaurant	507,700 ⁵	499,253	86,745	20,000 ¹	Base Height 90'-0" Tower Height 154'-6"	20,000	0	87	4
32	1.85	80,627	Commercial / Office Retail / Restaurant / Childcare	220,052 ⁵	216,392	47,231	0	Base Height 90'-0"	3,500	0	47	2
33	1.71	74,497	Commercial / Office Retail / Restaurant / Parking	112,690 ²	110,820	26,060	0	Base Height 90'-0"	9,800	936	30	1
34	1.71	74,497	Commercial / Office	227,307	223,527	50,956	0	Base Height 90'-0"	0	0	48	2
TOTALS	14.00	610,576	-	1,922,980 ⁵	1,891,000 ⁶	354,844	60,000	-	65,000	2,211 ⁴	450	16
<div>Notes:</div> <div>1) Developed Area at Tower Height reflects the largest single floor plate area to occur in building above Base Height (90').</div> <div>2) Building Gross Floor Area figures listed for Blocks 30 and 33 do not include developed area for structured parking.</div> <div>3) As defined per the Mission Bay South Design for Development (D4D) summary. See Area Exclusions on previous page.</div> <div>4) See following page, 'Automobile Parking Summary' for location of parking stalls.</div> <div>5) Pavilions are included in each respective block's Gross Floor Area.</div> <div>6) Leasable area assumes an estimated 95% efficiency and is subject to change based on development of the design.</div> <div>7) Automobile parking figure reflects total stalls at existitng garage, Block 27 (parecels 2 and 3). Bicycle parking figure reflects total for Block 27 (parcels 1, 2 and 3).</div>												



Project Overview

Headquarters Automobile Parking Summary

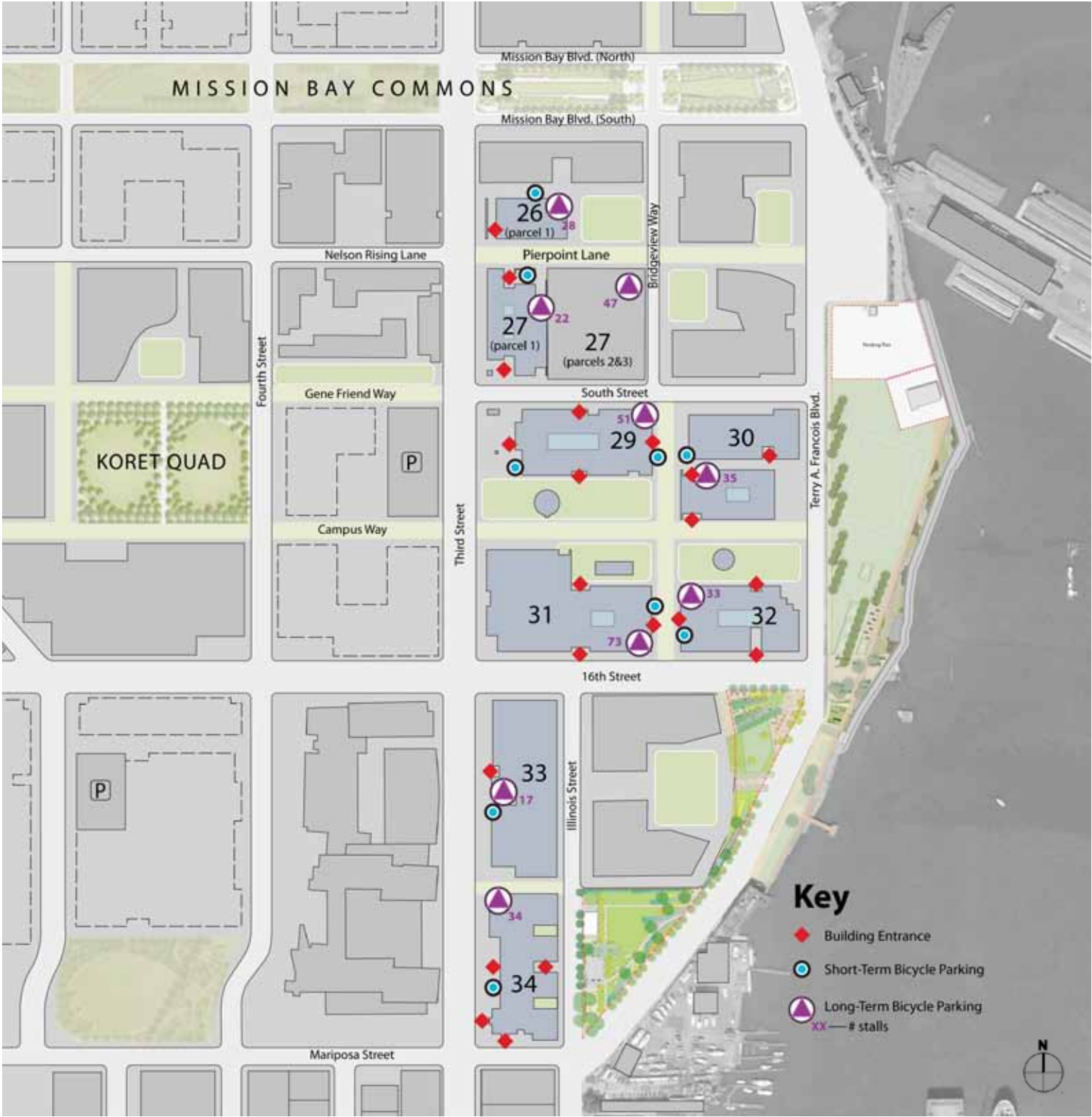


Map of Headquarters Automobile Parking

Salesforce.com Headquarters- Automobile Parking per Design for Development			
Gross Floor Area Type	Area (sq. ft.)	SFRA Parking Factor	# of Automobile Stalls
Office Area subtotal	1,916,320	x 1 stall per 1000 sq. ft. =	1,916
Retail subtotal	10,000	x 1 stall per 500 sq. ft. =	20
Restaurant Area subtotal	55,000	x 1 stall per 200 sq. ft. =	275
TOTAL ALLOWED PARKING			2,211 Stalls
Parking Location	Typical Stalls	Handicap Stalls	# of Automobile Stalls
Block 27 (parcels 2 & 3)	358	17	375
Block 30	864	36	900
Block 33	894	42	936
TOTAL PLANNED PARKING			2,211 Stalls
Notes:			
1) Per D4D, the number of Total Planned Parking stalls will be 50% standard, 50% compact.			

Project Overview

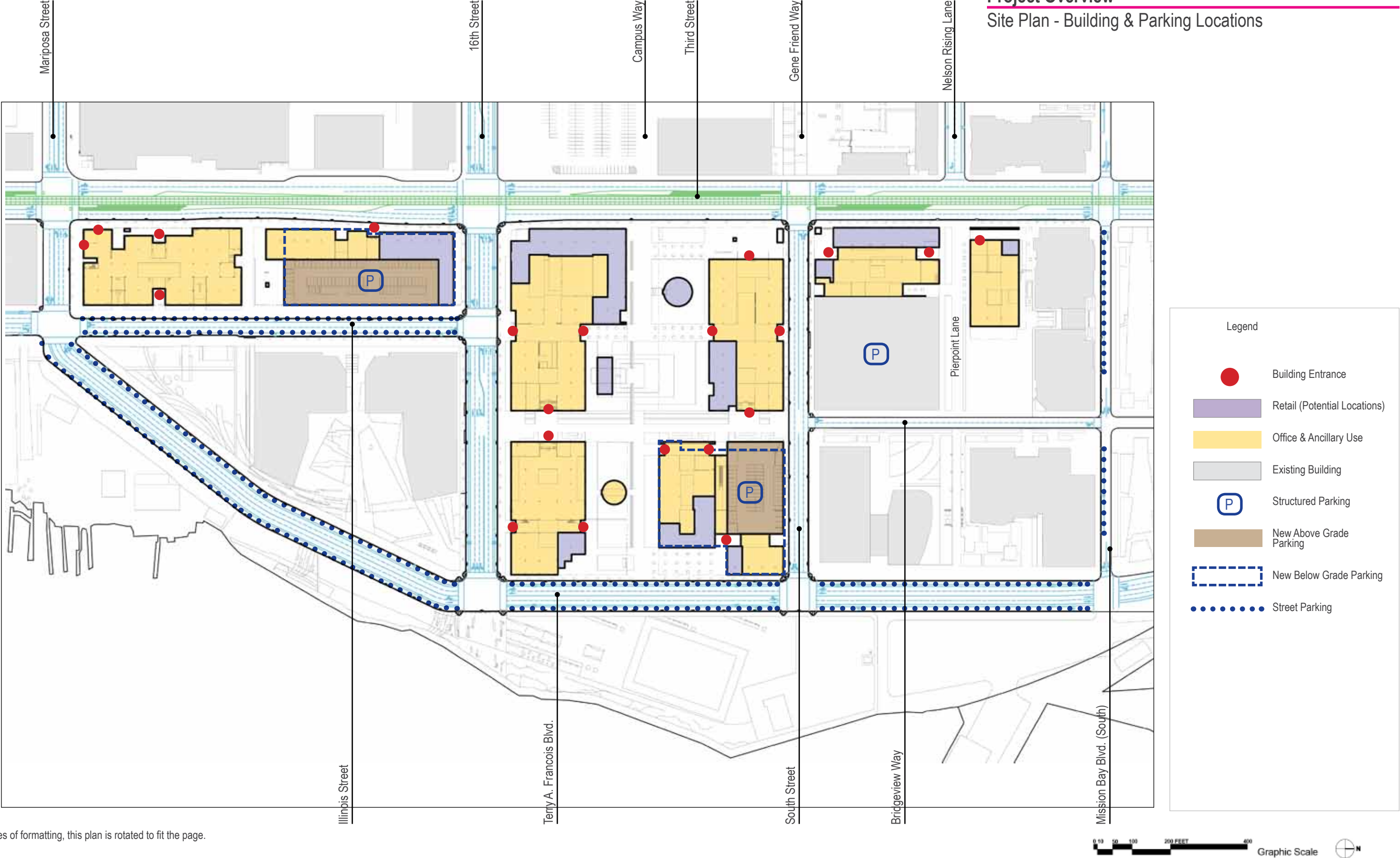
Headquarters Bicycle Parking



Map of Headquarters Bicycle Parking

Salesforce.com Headquarters - Bicycle Parking						
BLOCK	Automobile Parking Stalls	SFRA Bicycle:Automobile Parking Ratio	REQUIRED	PROVIDED		Notes
			Bicycle Parking Stalls	Class 1 Bicycle Spaces (Long-Term)	Class 2 Bicycle Spaces (Short-Term)	
26 (parcel 1)	2,211	1 Bicycle Stall: 20 Automobile Stalls	111	28	14	1
27 (parcel 1)				22	14	1
27 (parcel 2 &3)				47	0	2
29				51	14	1
30				35	13	1
31				73	14	1
32				33	14	1
33				17	13	1
34				34	14	1
TOTAL			111	340	110	
TOTAL REQUIRED BICYCLE PARKING			111			
BICYCLE PARKING PROVIDED			450	(Class 1 & 2 Combined)		
Notes:						
1) Building will comply with San Francisco Planning code, Sec. 155.3 requirements for Shower & Locker facilities with showers/clothes lockers at each building and/or use of on-site Fitness Center.						
2) Bicycle parking provided through prepaid perpetual easment at Block 27 (parcels 2&3)						

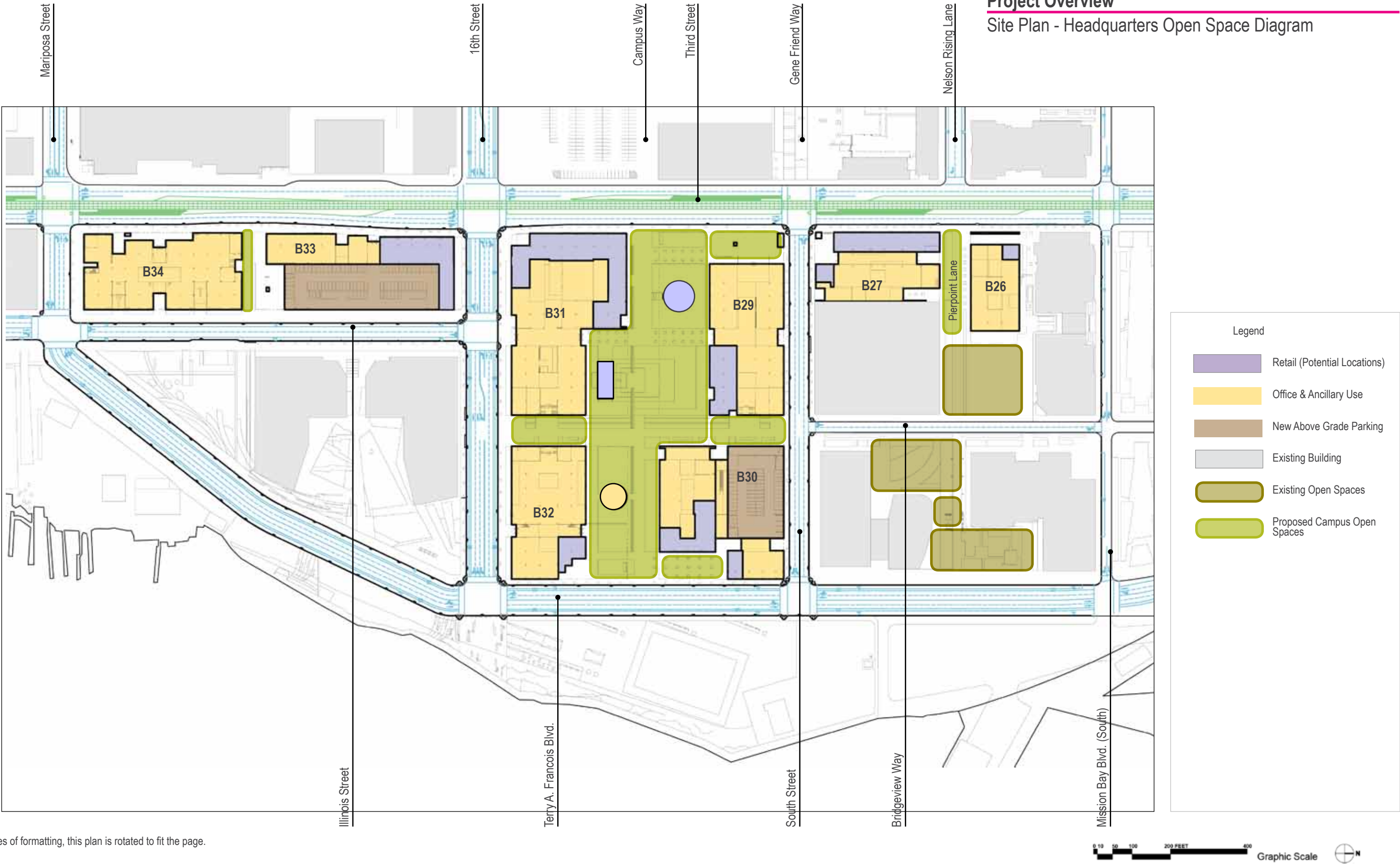
Project Overview Site Plan - Building & Parking Locations



*For the purposes of formatting, this plan is rotated to fit the page.

Project Overview

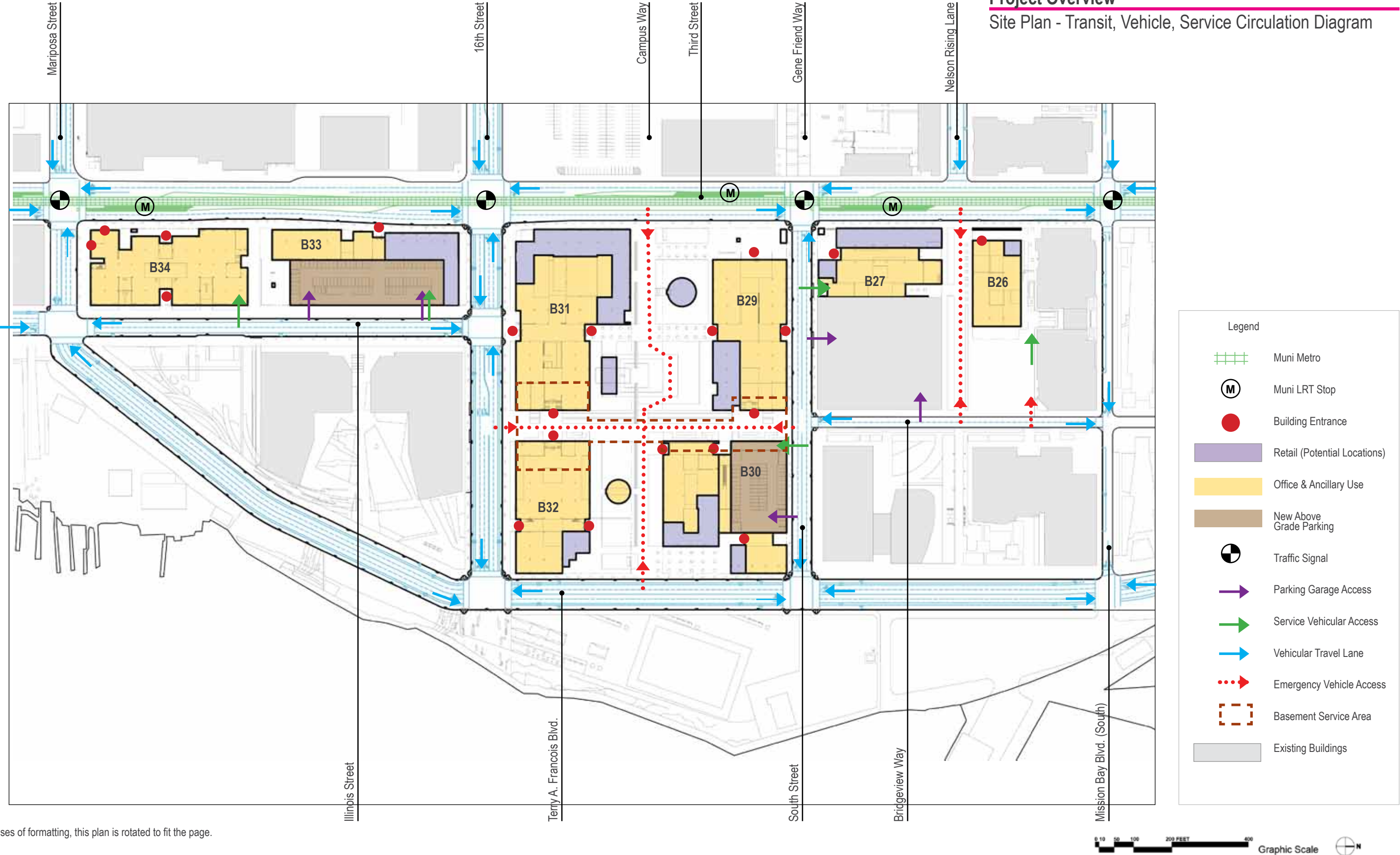
Site Plan - Headquarters Open Space Diagram



*For the purposes of formatting, this plan is rotated to fit the page.

Project Overview

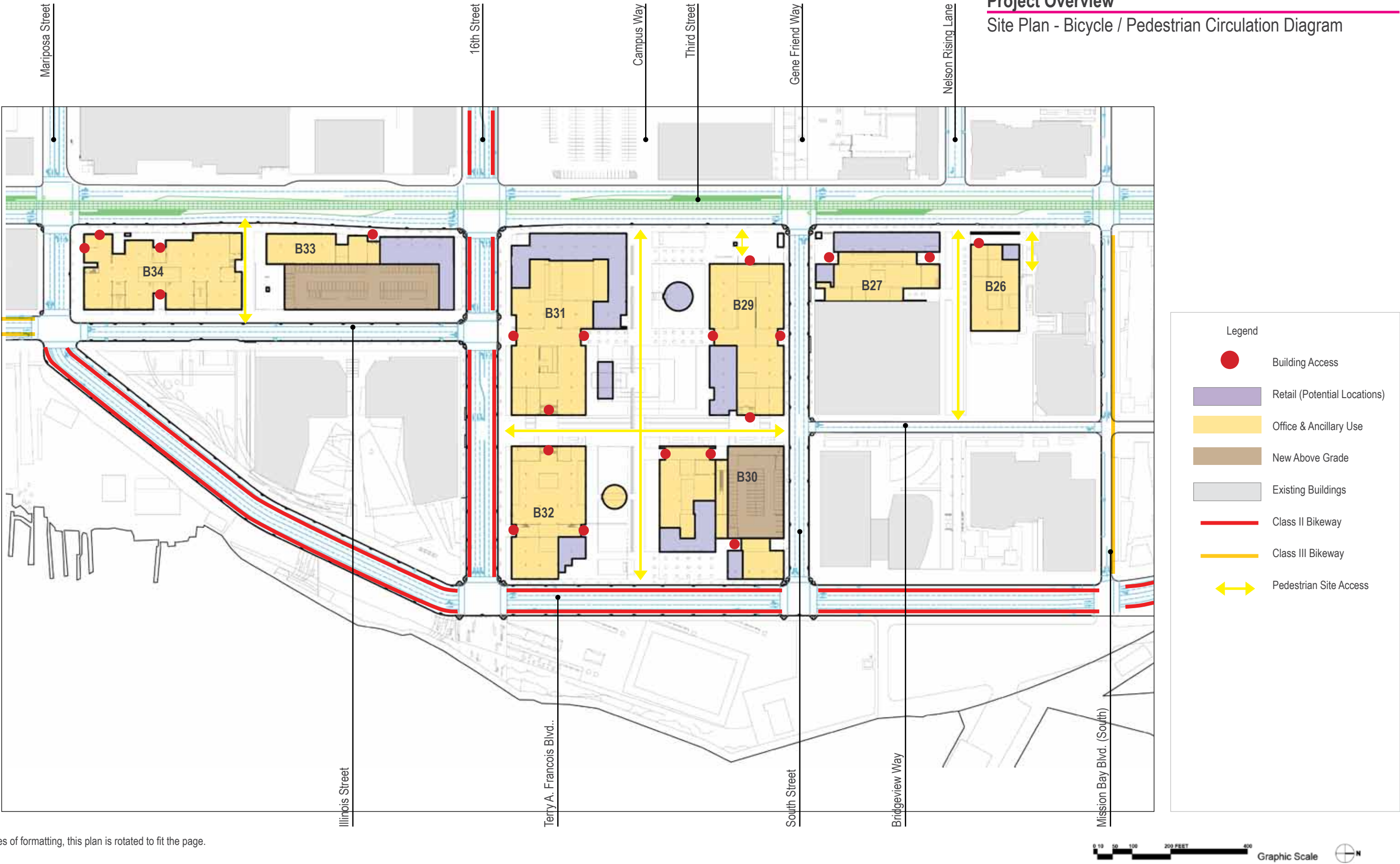
Site Plan - Transit, Vehicle, Service Circulation Diagram



*For the purposes of formatting, this plan is rotated to fit the page.

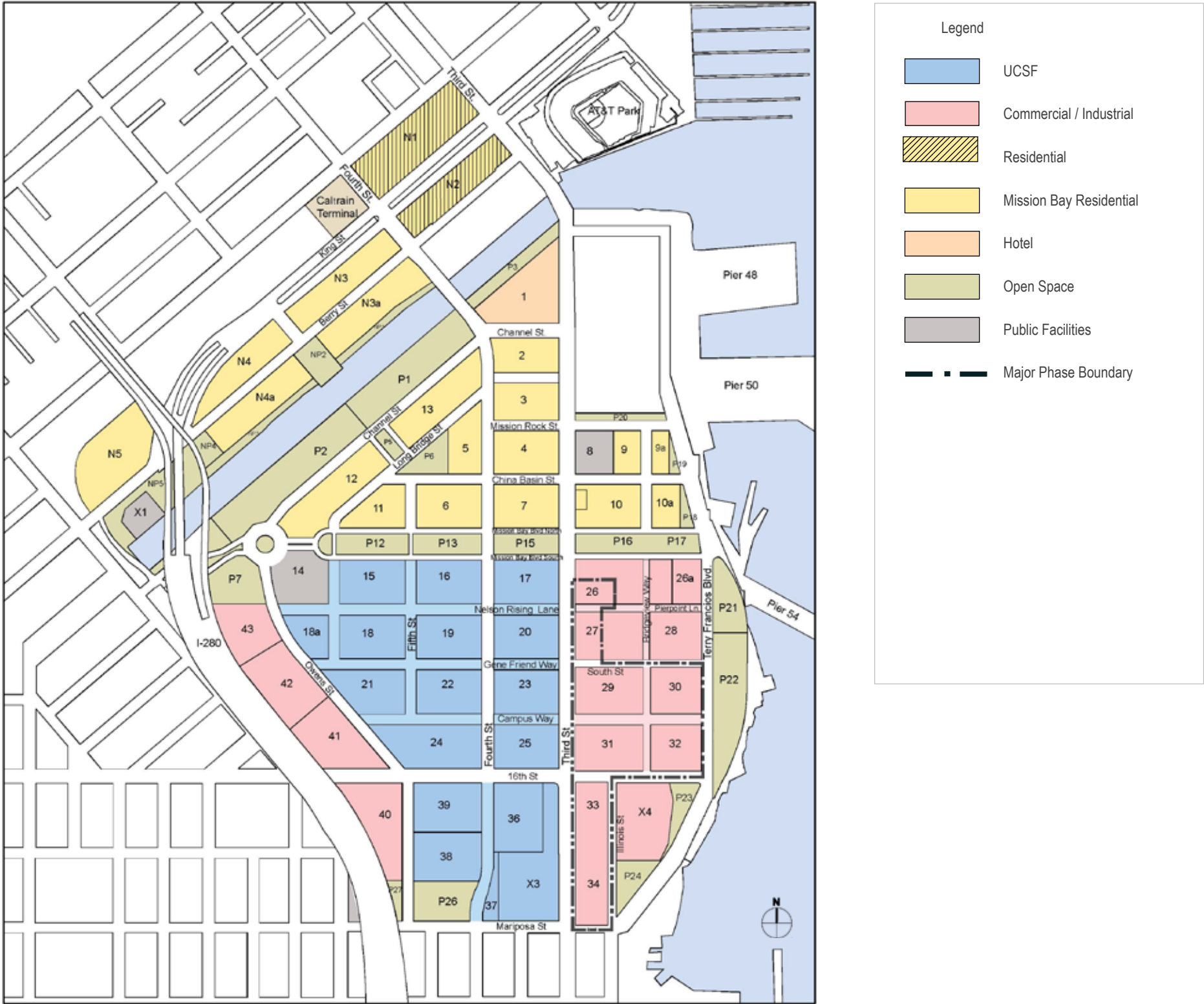
Project Overview

Site Plan - Bicycle / Pedestrian Circulation Diagram



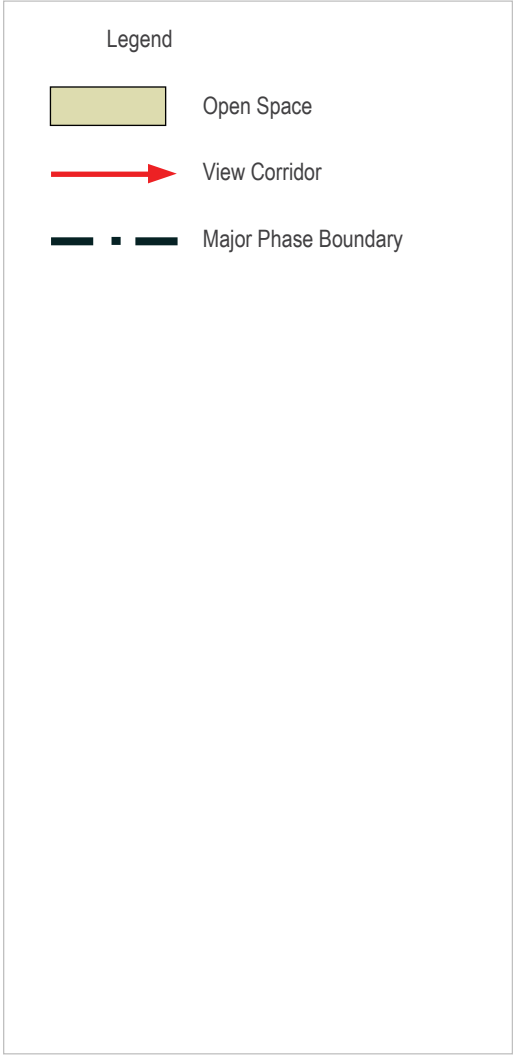
Project Context

Vicinity Plan - Land Use & Context



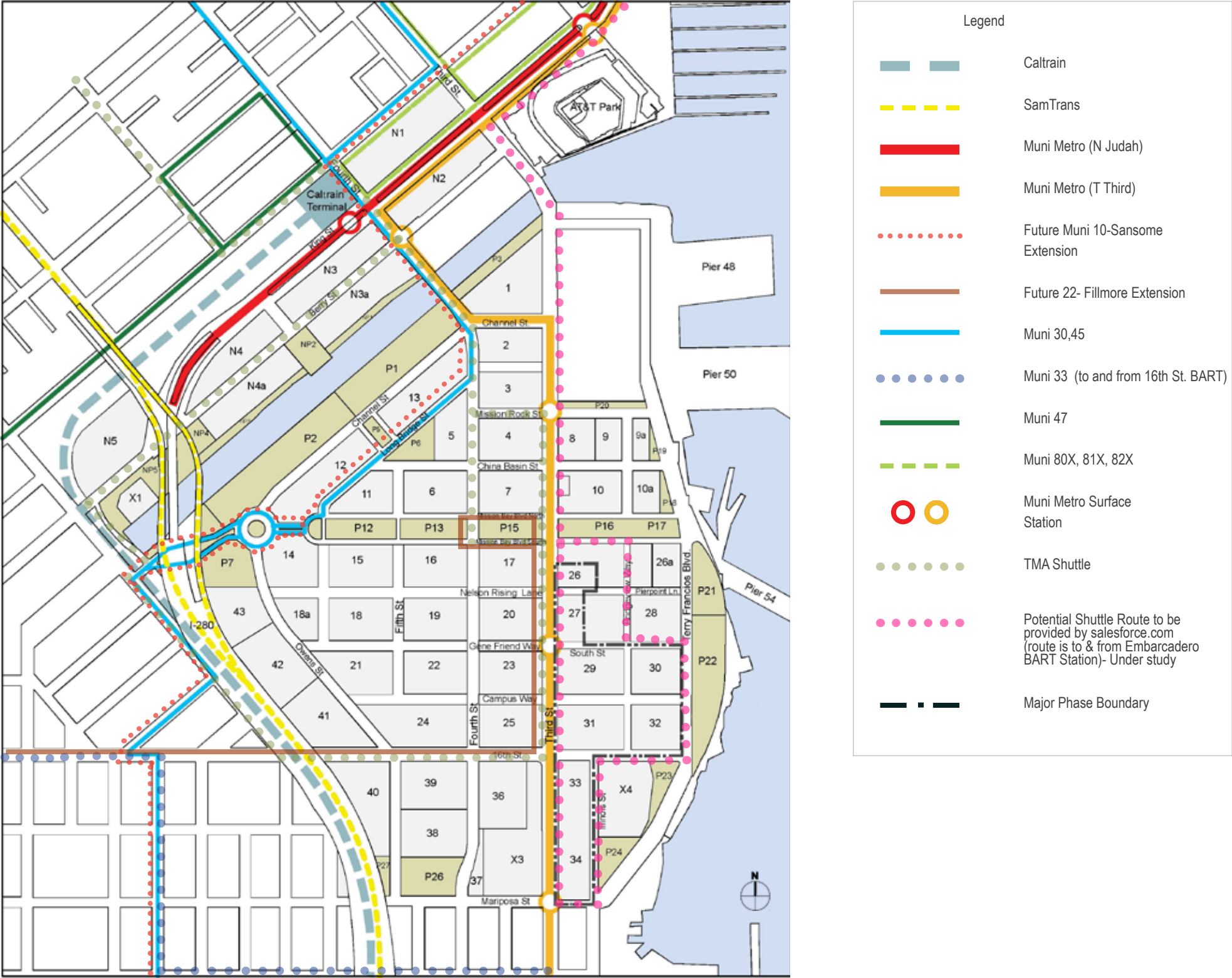
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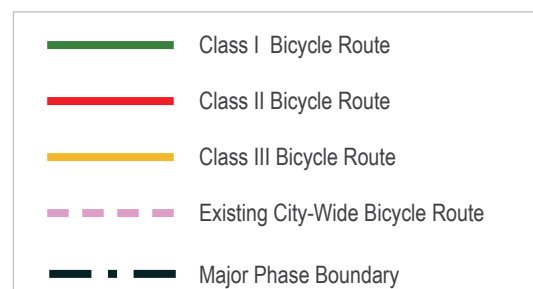
Vicinity Plan - Open Space & View Corridor Diagram



Project Context

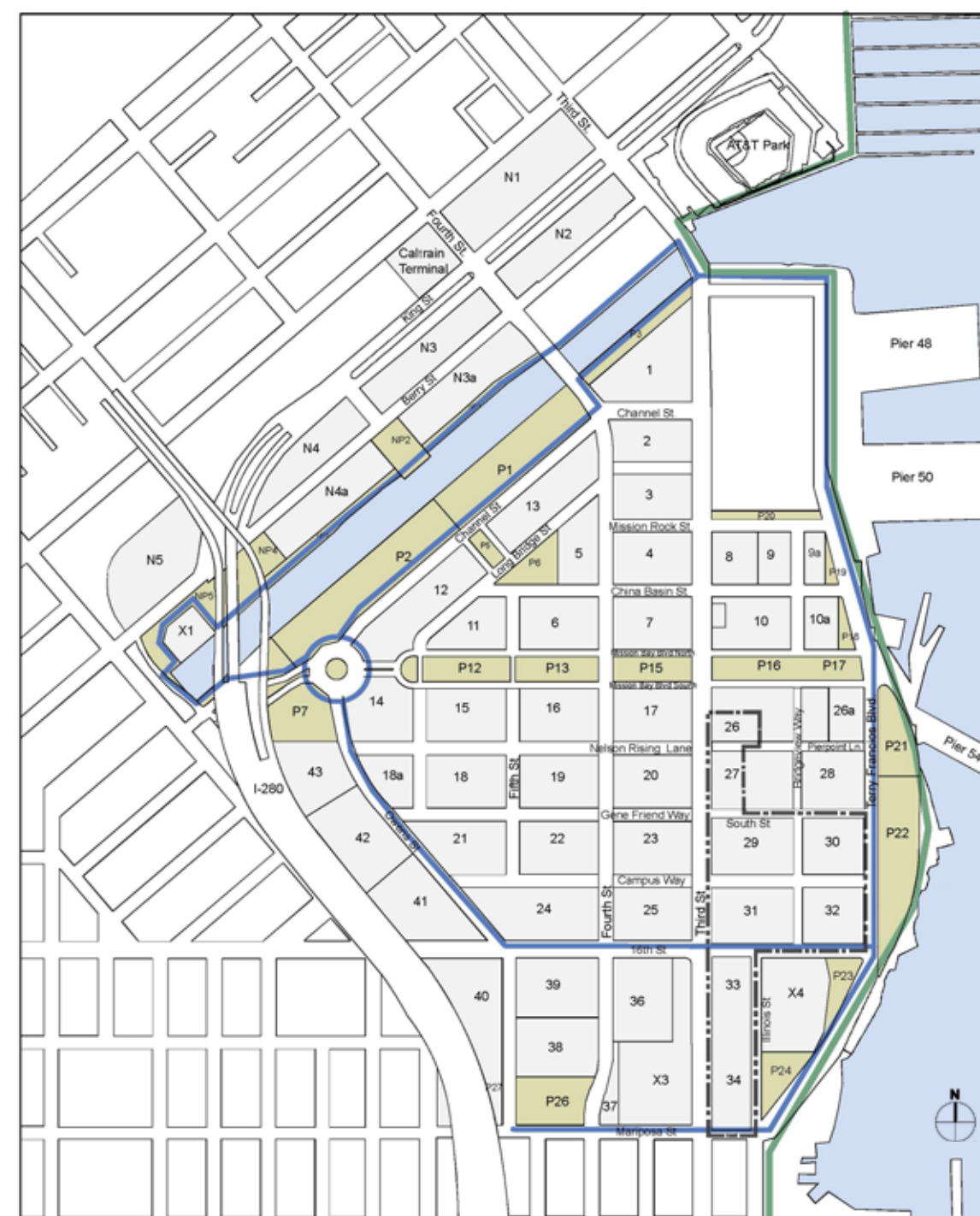
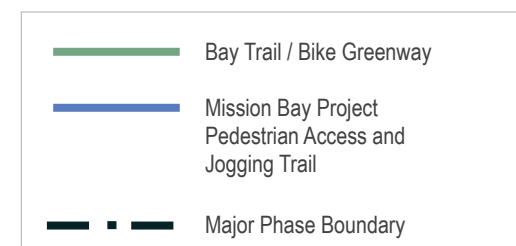
Vicinity Plan - Transit Plan





Project Context

Vicinity Plan - Bicycle & Pedestrian Circulation Plans



2. Urban Design Approach

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View looking north-east across Third Street towards Olive B29 (with Jacaranda B27 beyond)

Urban Design Approach

The salesforce.com headquarters in Mission Bay is a unique opportunity to enhance San Francisco's urban culture, complementing the emerging life and environment at Mission Bay and reinforcing it as an innovation destination in the City. The core concepts for this Master Plan build upon the overall design objectives for Mission Bay by creating a dynamic permeable campus for salesforce.com, one that is both a center for its workforce and a welcoming meeting ground for the wider Mission Bay and San Francisco communities. The salesforce.com headquarters is intended to be well integrated with Mission Bay, ensuring that it becomes part of the fabric of the neighborhood.

At the core of the project design approach is salesforce.com's commitment to sustainability, a point reinforced by the company's selection of the Mission Bay site in part because of its location near the center of San Francisco. Providing a consolidated corporate headquarters in an area well served by transit provides the starting point of how salesforce.com aims to reduce the environmental impact of its own business operations. This core commitment is manifest in multiple design decisions at both the urban and architectural scale.

Similarly, the project design aims to reinforce Mission Bay and salesforce.com as a hub of activity and innovation, inviting the public to and through the campus. Vibrant street-level retail, restaurants, public and semi-public meeting facilities, intimate and larger-scale open spaces, multiple pedestrian paths and pedestrian-friendly streets, transparent ground floors, and a significant public art program will both extend the overall Mission Bay public space network and offer multiple opportunities for engaging UCSF, Mission Bay and surrounding communities.

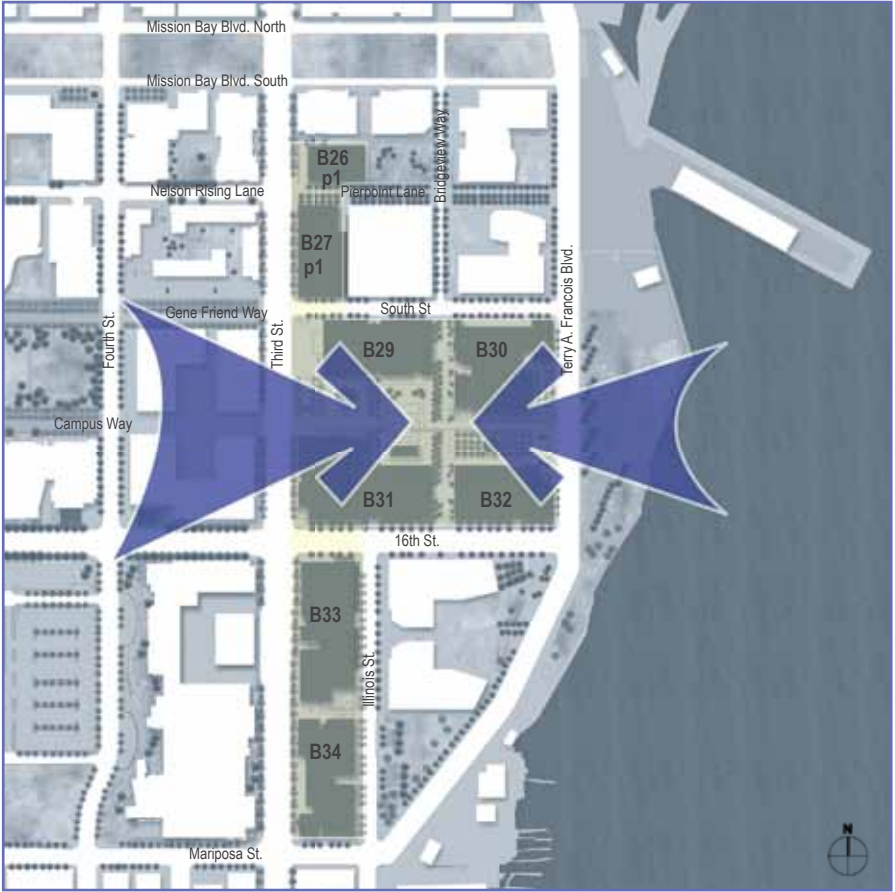
The design of the salesforce.com headquarters is inspired by its setting in Mission Bay and San Francisco design traditions of publicly-oriented development along the waterfront. The key urban design concepts guiding the design build upon Mission Bay principles and include:

1. A Welcoming Public Core

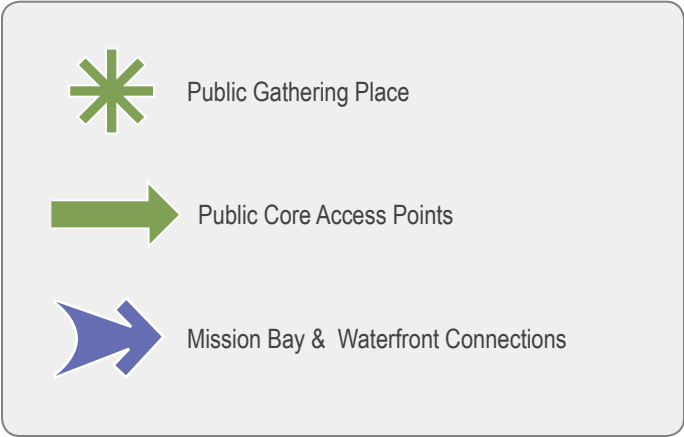
At the heart of the project is a publicly-accessible central core that provides a meeting ground for salesforce.com employees and the general public. Akin to Levi's Plaza, this core will be a seamless extension of the neighborhood's public realm as envisioned in the D4D, welcoming the community and reinforcing connections between Third Street (and UCSF) and Mission Bay's new network of waterfront parks. Permeable and active building frontages, multiple entries and pedestrian paths, public programs and art, a range of landscape environments at multiple scales, and pavilions with retail, art, and restaurants will together create a dynamic public place for year-round activities.



Central Public Gathering Place



Mission Bay & Water Front Connection



2. Inspired by the Waterfront

The project's waterfront location is evident in the architecture and public realm design. As per the D4D and historic San Francisco city patterns, the buildings step down and open out to the waterfront to both enhance and capitalize views. Similarly, the open space of the central campus creates a link between Mission Bay's new waterfront parks and the network of open spaces in Mission Bay, extending the waterfront into the City.

3. Inviting and Permeable Ground Plane

Multiple transparent and welcoming entries, street-level retail, and a myriad of pedestrian routes adjacent to and through the project will integrate the project into Mission Bay and create an open and urban setting. Retail along Third Street reinforces the importance of the street as a major pedestrian route in the area and enhances the light rail stations. Wider sidewalks and improvements on Mariposa and 16th Streets will highlight these streets as connections to the waterfront; and buildings built to the streetwall along all key streets respect the Vara blocks and reinforce the emerging urban character of Mission Bay. This commitment to active and transparent street frontages and a permeable ground plane ensures an inviting extension of the urban public realm.

4. Publicly-Accessible Open Spaces

The design envisions a project in balance with its setting, a feature found in successful larger-scale development in San Francisco. Landscape elements are integrated throughout the project from larger and smaller scale open spaces that take advantage of sunlight access, views, and wind protection, to terraces and green roofs that recall a topographical landscape. Meanwhile, a proposed water feature running through the project provides storm water treatment and acts as a seasonal indicator, integrating the project from Third Street to the public waterfront park.

5. Respecting and Enhancing Views

The overall site design, building height locations, and massing are informed by the D4D and the Urban Design Element of the San Francisco General Plan. Taller elements mark important activity centers and complement the Mission Bay skyline while preserving wider viewsheds to the waterfront, each of which has been studied by the design team in multiple perspectives to test design concepts. Configuration of the building design and site development allows occupants to enjoy panoramic views of the Bay, quiet garden perspectives, activated street vistas and plaza views. As important, the building placement and design respect the view principles of the D4D in which corridors in Mission Bay are defined by the Vara street grid, preserving views to the water and city (see view corridor diagram- next page). Within the project area, all major streets are considered view corridors and terminating streets are highlighted with important building elements such as a major public entry oriented along Illinois Street.



Inviting and Permeable Ground Plane



Public- Accessible Open Spaces



Entrances



Pedestrian Connections



Public Open Spaces



Pedestrian Axis



Urban Landscape Corridors

6. Encouraging Transportation Options

The project is being designed to encourage the use of public transportation and minimize vehicular traffic. The project connects salesforce.com to the regional public transportation network along Third Street via the Third Street Light Rail and its connections to Caltrain. The project will also incorporate a variety of environmentally friendly modes of transportation including bicycle-friendly services and facilities such as secure bicycle parking.

7. An Urban Form that Respects City Patterns

The overall height approach of the project builds upon the principles outlined in the D4D by concentrating height near Third Street in order to reinforce orientation and enhance view corridors. Equally important, the San Francisco pattern of urban and continuous street walls as outlined in the D4D is respected along all key streets with the streetwalls held and buildings built to base height. These consistent streetwalls are designed with great visual variety, including well-screened parking garages that minimize impact on the street. Within this urban frame, breaks in the streetwall distinguish key entries to the central public town square.

8. Minimize Impact of Parking

The parking structures are integrated into the overall project design and are located strategically within the project site to minimize their presence. As per the parking screening guidelines in the D4D, many facades will be wrapped with active uses such as retail, meeting rooms and visitor-oriented facilities, especially on Third Street.

9. Active and Engaging Roofscares

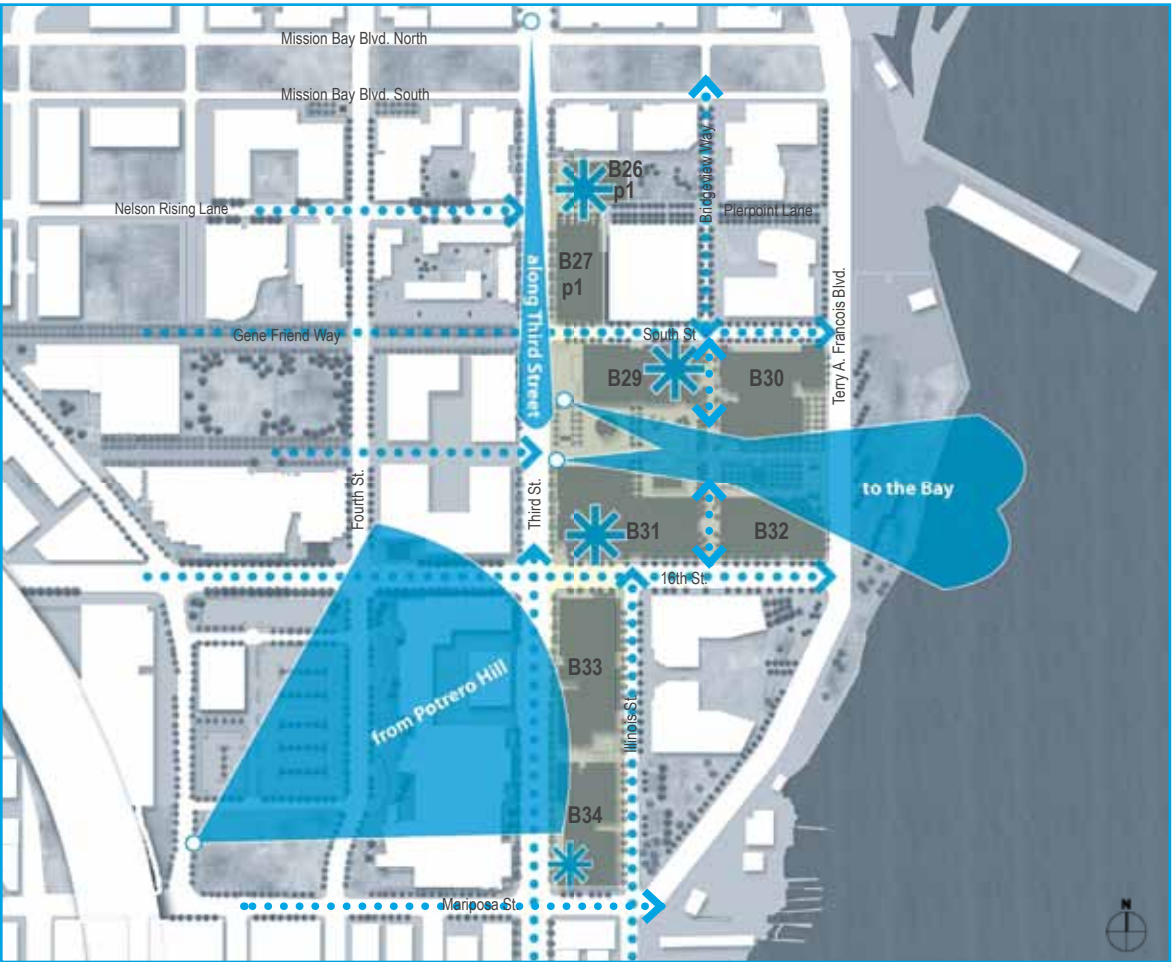
Articulated building forms with exterior balconies provide meeting areas with views to the City incorporating elevated green spaces. Being sensitive to the community's concerns and the rooftop screening requirements of the D4D, the design will control the look of mechanical equipment on the rooftops by leveraging sustainable principles to minimize equipment requirements along with integrated roof screens. The rooftops are carefully designed to screen mechanical and storage rooms and preserve views from Mission Bay and Potrero Hill. A percentage of rooftop area has been dedicated to photovoltaic cells for energy production.

10. A Clear Commitment to Sustainability

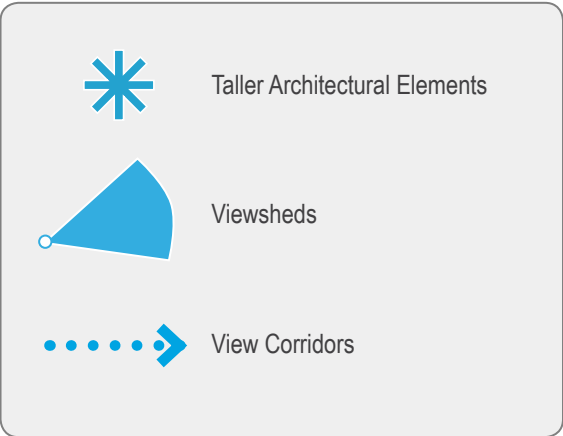
Targeting the triple bottom line of environmental, social and economic goals the project will be a model of sustainable development with the goal of achieving Platinum-level LEED. Using alternative energy sources, recycled water and leveraging natural daylight, the workplace environments will be healthy and productive spaces. Interior spaces will be designed for maximum natural light throughout.

11. Innovative Architecture that Celebrates Color

The architectural approach is at once both informed by the materials and palettes of the City and inspired by a fresh perspective on contemporary architecture. Simple and clear building forms are highlighted by specific materials and colors, while recurring design elements, unique to each building, provide both urban cohesion and individual identity. Such a balance between consistent elements and building diversity is characteristic of Mission Bay and the City as a whole and provides opportunity for architectural expression while reinforcing the defining city pattern that gives San Francisco such a renowned identity.



Prominent Project Viewsheds and View Corridors



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View of Town Square, Looking North-West at Olive B29 and Pavilion

Introduction

The following chapter summarizes how the proposed development within this Major Phase Application complies with the Mission Bay South Design for Development (D4D). Following the D4D, this section demonstrates project compliance with regard to land use, height, bulk, building setbacks, street walls, solar access, wind analysis, view corridors, parking, bicycle parking, childcare and service loading.

Land Use

The Master Plan development program complies with the Mission Bay South Redevelopment Plan (Sec. 302) and D4D Land Use Map (see Figure 3.1). The proposed development will primarily consist of commercial office space and associated structured parking for salesforce.com. Per the Land Use Map, Blocks 26 (parcel 1), 27 (parcel 1), 33, 34 are identified as COMMERCIAL/ INDUSTRIAL, while Blocks 29-32 are identified as COMMERCIAL/INDUSTRIAL/RETAIL. Additional development space will consist of public, neighborhood-serving retail businesses and restaurants with provisions for associated structured parking and employee amenities such as childcare centers and fitness centers.

Height

Following the D4D definition for flat roof structures, the maximum proposed building heights for Blocks 26 (parcel 1), 27 (parcel 1) and Blocks 29-34 are summarized in Table A on next page. All proposed base height and tower height project buildings will utilize a flat roof. Accordingly, building height has been measured from average grade at building exterior to top of roof level, excluding parapets, rooftop equipment and associated mechanical screens (see Figure 3.2)

All proposed structures are consistent with the Mission Bay South D4D Height Zone 5 (HZ-5) criteria. Consistent with the D4D definition of allowable exceptions to Building Height, “Ornamental and symbolic features of buildings, including towers, spires, cupolas, domes, where such features are not used for human occupancy” located at Blocks 29, 31, 32 and 34 (see Figs. 3.3, 3.4, 3.5 and 3.6) are permitted to exceed HZ-5 criteria. As such, these elements also do not count towards allowable number of building towers (as defined in D4D) within zone HZ-5.

The design team requests the right to modify the final tower and mid-rise heights during later phases of project development if an increase is required, up to the maximum allowable height per the Mission Bay South D4D.

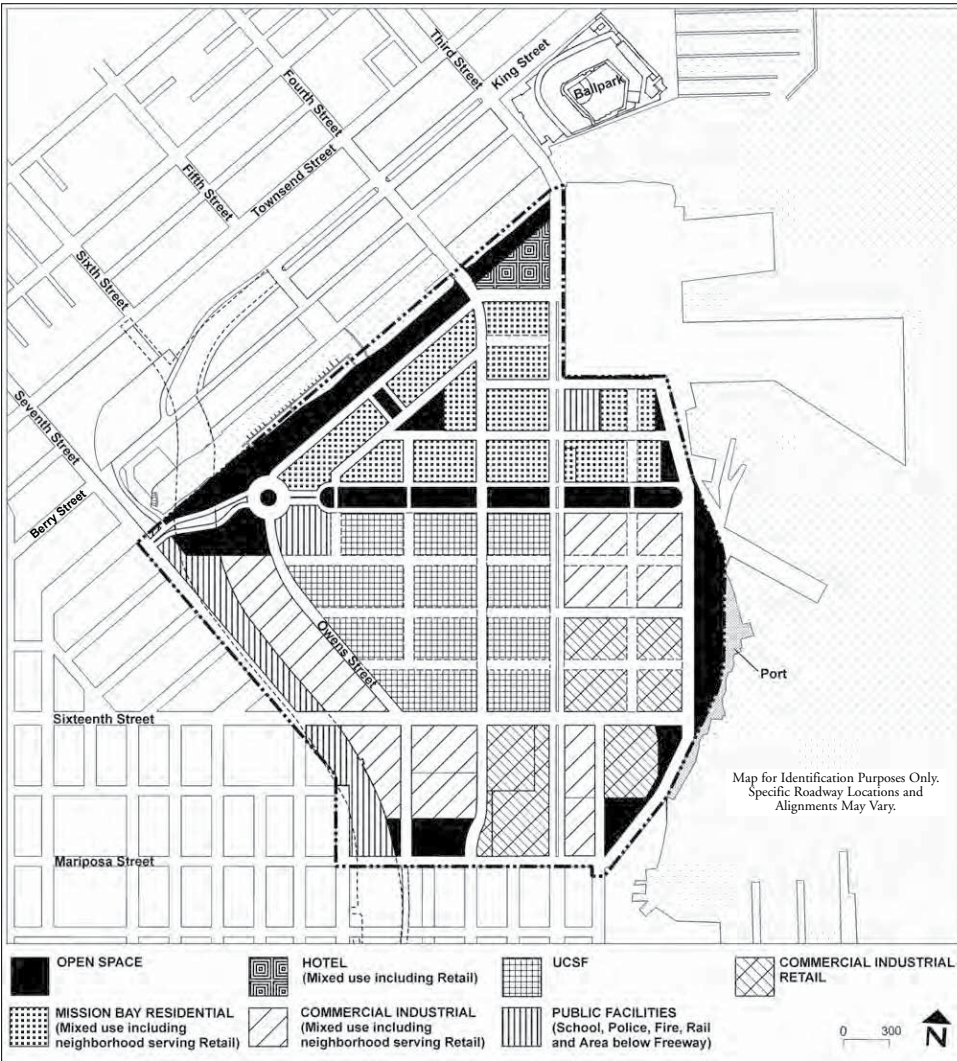


Fig. 3.1- D4D Land Use Plan

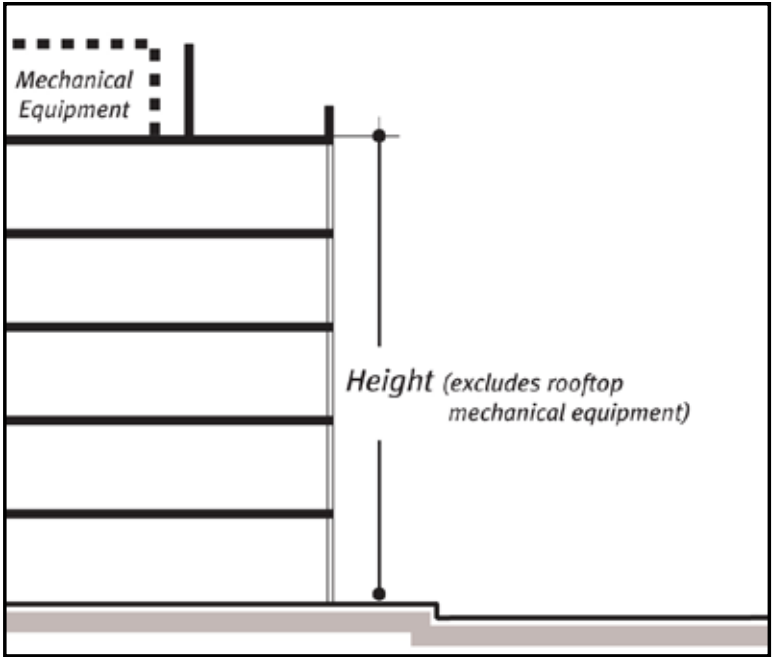


Fig. 3.2- D4D Method for Measuring Building Height- Flat Roof

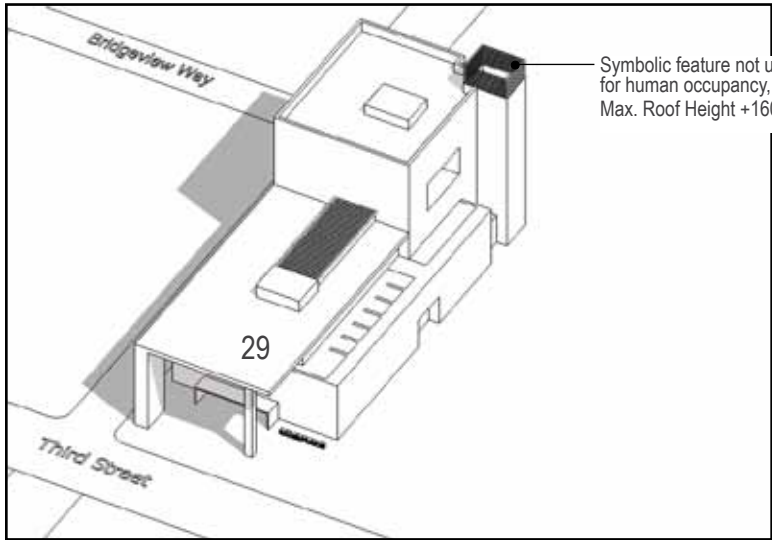


Fig. 3.3- Block 29 Symbolic Features

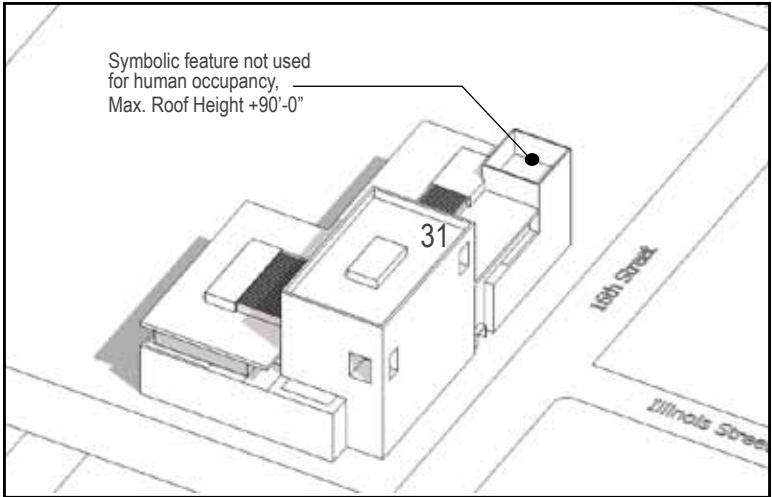


Fig. 3.4- Block 31 Symbolic Features

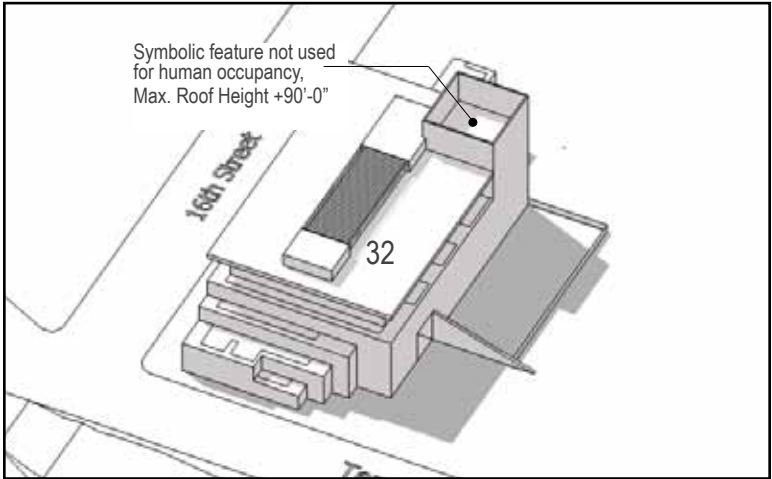


Fig. 3.5- Block 32 Symbolic Features

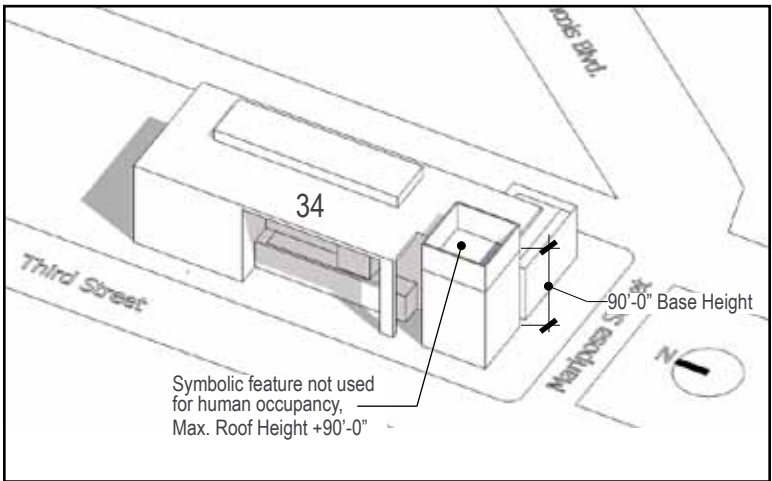


Fig. 3.6- Block 34 Symbolic Features

Design for Development- Zone HZ-5 Commercial/Industrial Design Standards		
	D4D REQUIREMENT	MAJOR PHASE PROJECT COMPLIANCE
MAXIMUM BASE HEIGHT	90'-0"	Block 26 (parcel 1): NA Block 27 (parcel 1): 90'-0" Block 29: NA Block 30: 90'-0" Block 31: NA Block 32: 90'-0" Block 33: 90'-0" Block 34: 90'-0"
MAXIMUM TOWER HEIGHT	160'-0"	Block 26 (parcel 1): 154'-6" Block 27 (parcel 1): NA Block 29: 154'-6" Block 30: NA Block 31: 154'-6" Block 32: NA Block 33: NA Block 34: NA
MAXIMUM NUMBER OF TOWERS	3 Towers Allowed	3 Towers Total- Blocks 26 (parcel 1), Block 29, Block 31
TOWER LOCATION	No Towers on Block 26a, 28, 30, 32, 34 & X4	Towers located in Blocks 26 (parcel 1), Block 29, Block 31
TOWER CORNERS	No intersection to allow more than 2 Towers within 50' of Intersection/Corner.	Block 26 (Parcel 1) Tower 181' from Intersection/Corner (Third St./Mission Bay S. Blvd.) Block 29 Tower 248' from Intersection/Corner (Third St./South St.) Block 31 Tower 27' from Intersection/Corner (Third St./16th St.)- No other existing/proposed towers.
TOWER SEPARATION	Minimum 100' when located on same block.	Block 26 (Parcel 1) Tower to Block 29 Tower = Not on same block Block 29 Tower to Block 31 Tower = 356' Block 26 (Parcel 1) Tower to Block 31 Tower = Not on same block
TOWER ORIENTATION	Tower width along Third St. not to exceed 160'.	Block 26 (Parcel 1) Tower Width along Third St. = 107'-0" Block 29 Tower Width along Third St. = 163'-0" Block 31 Tower Width along Third St. = 113'-0"
TOWER PLAN LENGTH	200'-0" Maximum	Block 26 (Parcel 1) Tower length: 200'-0" Block 29 Tower length: 153'-0" Block 31 Tower length: 183'-0"
TOWER FLOOR PLATE	20,000 sq. ft. Maximum	Block 26 (Parcel 1) Tower Floor Plate Area = 20,000 sq. ft. Block 29 Tower Floor Plate Area = 20,000 sq. ft. Block 31 Tower Floor Plate Area = 20,000 sq. ft.
TOWER FLOOR PLATE AREA (HZ-5 TOTAL)	65,954 sq. ft. Maximum	60,000 sq. ft. Total- Towers at Blocks 26 (parcel 1) + Block 29 + Block 31

TABLE A- HZ-5 Project Compliance

Tower Position

The Block 26 (parcel 1) tower position relative to block intersections/corners, separation distance to the nearest tower, Third Street orientation is shown in figure 3.10. All aspects of these criteria comply with D4D criteria for HZ-5. Please refer to figures 3.7, 3.8 and 3.9 for graphic excerpts illustrating related D4D standards. The proposed tower position is more than 50' from the corner of Third Street & Mission Bay Boulevard South and therefore has no impact to current and/or future tower development at the intersection.

The Block 29 tower position relative to block intersections/corners, separation distance to the nearest tower, Third Street orientation is shown in figure 3.11. All aspects of these criteria comply with D4D criteria for HZ-5. Please refer to figures 3.7, 3.8, and 3.9 for graphic excerpts illustrating related D4D standards. The proposed tower is more than 50' from the corner of Third Street & South Street and therefore has no impact to current and/or future tower development at the intersection.

The Block 31 tower position relative to block intersections/corners, separation distance to the nearest tower, Third Street orientation is shown in figure 3.11. All aspects of these criteria comply with D4D criteria for HZ-5. Please refer to figures 3.7, 3.8 and 3.9 for graphic excerpts illustrating related D4D standards. As the Block 31 tower is within 50' from the corner of Third Street & 16th Street, future tower development at the intersection may be affected, but no other towers are currently proposed as part of this submittal. The 356'-0" distance between the Block 31 tower and the closest neighboring tower, Block 29, is shown in Figure 3.12, well above the 100' minimum allowed for the HZ-5 zone as shown in Figure 3.9.

See also Table A on previous page for accounting of how proposed Master Plan elements meet D4D within Height Zone 5 (HZ-5).

Bulk

Bulk requirements are intended to preserve access to light and air and prevent construction of massive buildings which block views and generally disrupt the varied character of the city. The proposed towers at Blocks 26 (parcel 1), 29 and 31 comply with the D4D bulk standards for zone HZ-5 controlling the maximum length, width and footprint for each of the tower structures. Per Figures 3.10 and 3.11, the proposed maximum plan length at each tower ranges from 150'-0" to 200'-0", consistent with the D4D maximum of 200 feet. Per Table A on the previous page, the proposed developed floor plate area for each tower is consistent with the D4D maximum of 20,000 sq. ft. per tower. Also per Table A, the maximum allowed total tower floor plate area to be developed in HZ-5 is 65,954 sq. ft., well above the proposed salesforce.com total Master Plan tower floor plate area of 60,000 sq. ft..

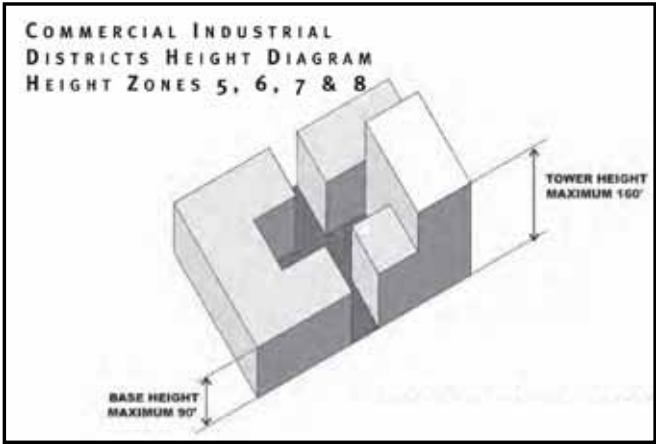


Fig. 3.7 D4D Height Requirement (H2-5)

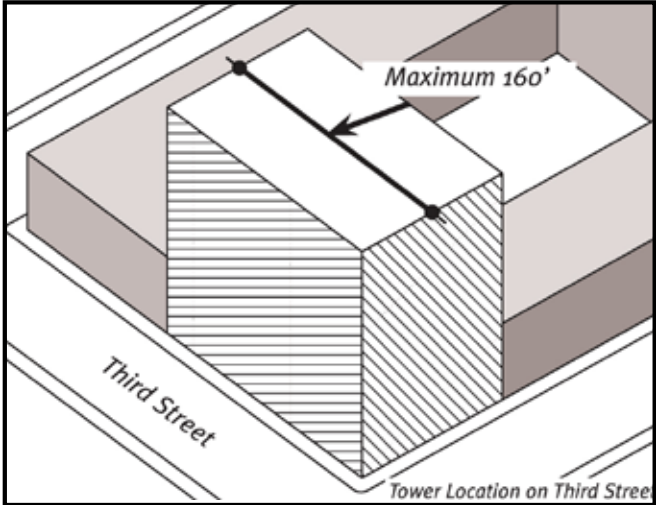


Fig. 3.8 D4D Tower Orientation Requirement at Third Street

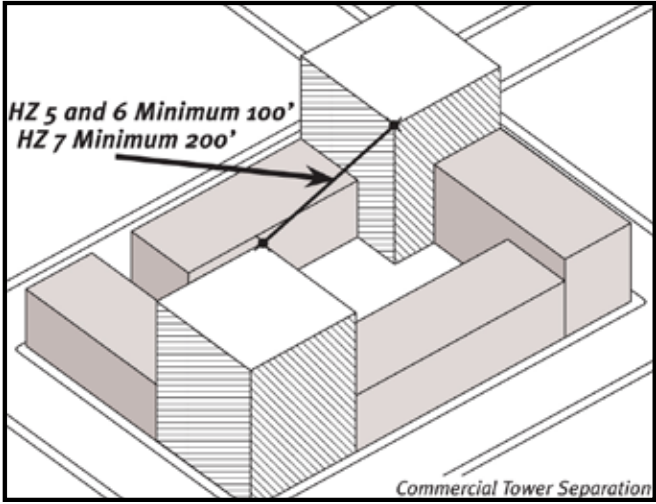


Fig. 3.9 D4D Tower Separation Requirement (H2-5)

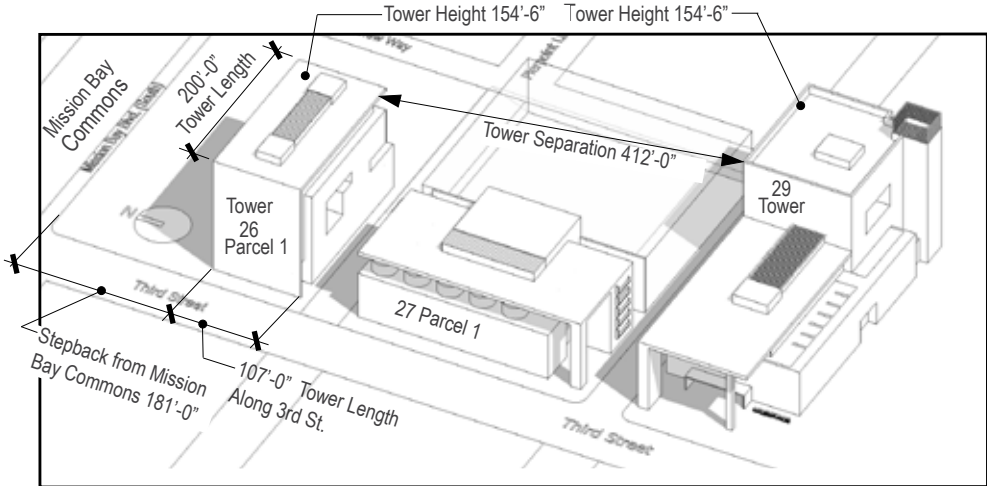


Fig. 3.10 D4D Height & Position Diagrams - Blocks 26, 27, & 29

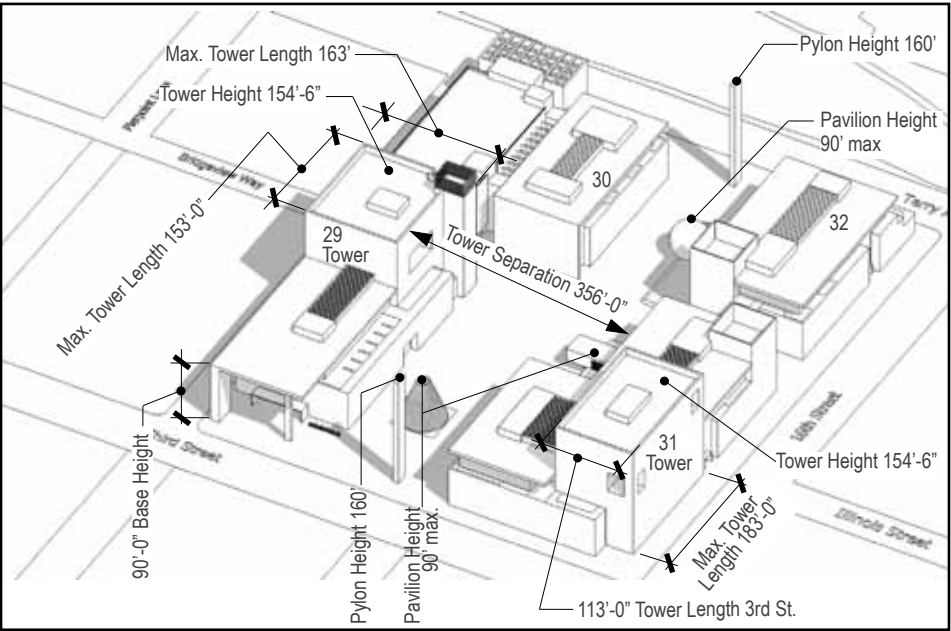


Fig. 3.11 D4D Height & Position Diagrams - Blocks 29, 30, 31, & 32

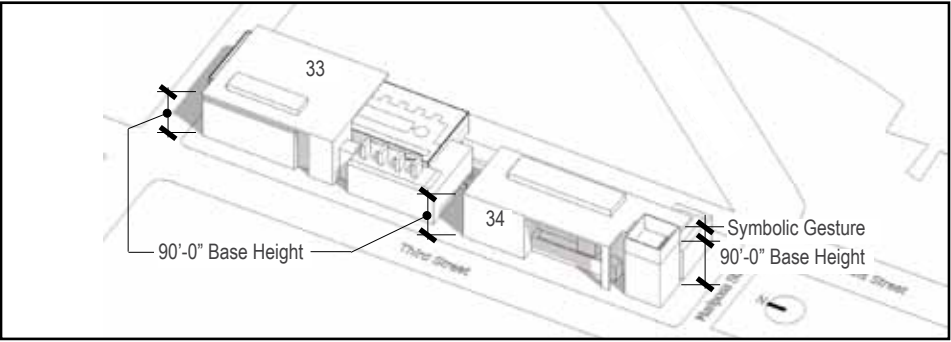


Fig. 3.12 D4D Height & Position Diagrams - Blocks 33 & 34

Street Wall

Streetwall standards are intended to maintain a consistent building to street relationship that is common throughout much of San Francisco. Table B and 3.3 summarize the D4D Streetwall requirements for this Major Phase Submittal. Per the D4D Summary and Map, the proposed development is required to obtain a minimum 70% streetwall presence along Third Street and along 16th Street. See figure 3.13 and Table B for calculation of actual percentage of streetwall coverage, corner zone conditions and projections.

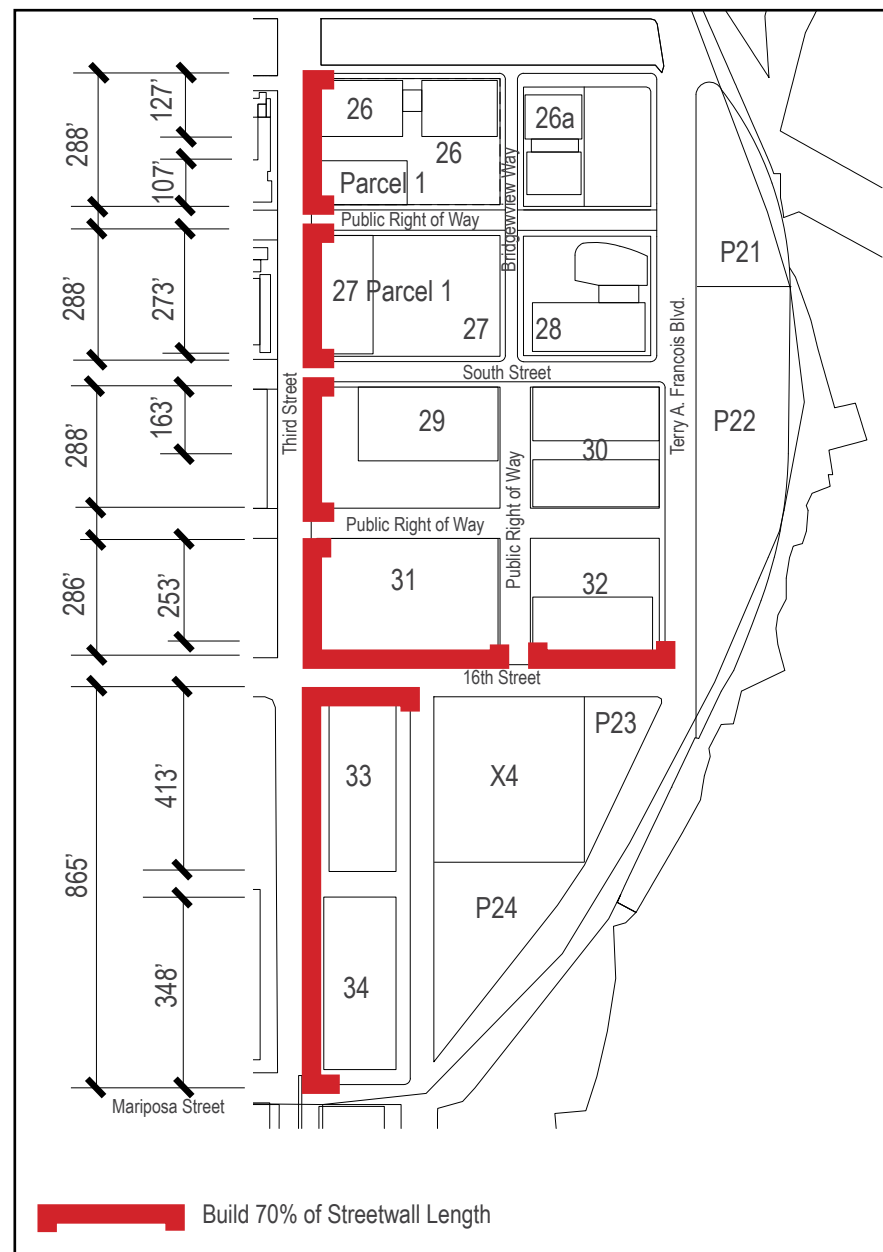


Fig. 3.13- Streetwall Coverage Location Requirements (Adapted from Design for Development)

Design for Development- Streetwall Design Standards					
		D4D CRITERIA	PROJECT COMPLIANCE		
Minimum Streetwall Height		15'-0" High	All buildings maintain at least 15'-0" streetwall height.		
Maximum Streetwall Height		Height not to exceed 90' (except mid-rise and towers).	All base height buildings observe 90'-0" streetwall height limit.		
Streetwall Coverage		D4D MINIMUM COVERAGE	PROJECT LENGTH	STREET LENGTH	COVERAGE CALCULATION
	Block 26 (Parcel 2)	70% at Third Street (between Mission Bay South &South Street)	127'	573'	(507'/573') x 100 = 88.5%
	Block 26 (Parcel 1)		107'		
	Block 27 (Parcel 1)		273'		
	Block 29	70% at Third Street (between South & 16th Street)	163'	573'	(416'/573') x 100 = 72.6%
	Block 31		253'		
	Block 33	70% at Third Street (between 16th & Mariposa Street)	413'	865'	(761'/865') x 100 = 88.0%
	Block 34		348'		
	Block 31	70% at 16th Street (between Terry A. Francois Blvd. & Third Street)	339'	659'	(632'/659') x 100 = 95.9%
	Block 32		293'		
	Block 33	70% at 16th Street (between Third & Illinois Street)	145'	169'	(145'/169') x 100 = 85.8%
Corner Zone Conditions		D4D DISTANCE	PRIMARY INTERSECTION LOCATION		PROJECT LENGTH AT INTERSECTION
	Block 26 (Parcel 1)	At all intersections along primary streets, build to streetwall at all corners for a distance of 50'. Corner entries exempted.	Not at Primary Intersection		N/A
	Block 27 (Parcel 1)		Third Street / South Street		EXEMPT- Corner Entry
	Block 29		Third Street / South Street		163' / 398'
	Block 30		South Street / Terry A. Francois Blvd.		63' / 123'
	Block 31		Third Street / 16th Street		250' / 366'
	Block 32		16th Street / Terry A. Francois Blvd.		293' / 90'
	Block 33		Third Street / 16th Street		233' / 160'
	Block 34		Third Street / Mariposa Street		63' / 63'
	Projections			D4D DISTANCE & CLEARANCE	PROJECTION LOCATION
Block 26 (Parcel 1)		Architectural projections over a street, alley, park, or plaza shall provide a minimum of 8'-0" vertical clearance from sidewalk. Bay windows, balconies, and similar features with a maximum projection of three feet (3'-0") over streets and public spaces.	None		N/A
Block 27 (Parcel 1)			Sidewalk along South Street		3'-0" Projection / 12'-0" Clear from Sidewalk
Block 29			None		N/A
Block 30			Sidewalk along Terry A. Francois Blvd.		3'-0" Projection / 52'-0" Clear from Sidewalk
Block 31			None		N/A
Block 32			None		N/A
Block 33			None		N/A
Block 34			None		N/A

Table B- Streetwall Compliance

Building Setback

Setbacks are required to provide space for certain pedestrian and bike path links, connection of major open spaces and promotion of primary public transportation corridors. The proposed project development is affected by the D4D setback standards along Third Street, where a 5' setback is required and 20' setback is required along north side of 16th Street and the north side of Mariposa Street. Consistent with the D4D requirements, a 5' setback along Third Street has been provided in the design of the proposed buildings at Blocks 26, 27, 29, 31, 33 and 34. Table C provides a description of each condition and the proposed means of compliance for this Master Plan. See also Chapter 4- Block Development for site plans showing proposed building locations and setbacks relative to affected property lines.

The required stepback along Mission Bay Commons has also been provided for as the proposed tower height building at Block 26 has been located approximately 181' from the property line along Mission Bay Commons (see Figures 3.10), well above the minimum D4D requirement of 110' for tower height structures (see Figure 3.14).

Varas and View Corridors

Per the D4D, mid-block view Varas have been planned to preserve orientation and visual linkages with the San Francisco Bay waterfront and downtown skyline. Additionally, the Varas support through-block pedestrian access while also providing necessary emergency and fire department access. Please refer to Chapter 2- Urban Design Approach and later sections within Chapter 3- Open Space & Landscape for additional illustrative diagrams. Consistent with the D4D requirements, this Master Plan proposes that no buildings will be in the public way at any of the Vara block easements.

Parking

Off-street parking for the proposed development program for Blocks 29-34 is provided through a permanent lease agreement for 375 stalls at the existing parking structure at Block 27 (parcel 2&3) and by two new proposed parking structures, located at Blocks 30 and 33.

The allowed quantity of proposed parking is consistent with the maximum allowed per the D4D Parking standards (see adjacent Table D). For purposes of calculating the maximum allowable parking, all Entitled Gross Floor areas (excepting Retail and Restaurant spaces) utilize the Commercial/Industrial D4D factor of 1 stall per 1,000 gross square feet. All proposed Retail area (per structure) is less than 20,000 sq. ft. in size and follows the D4D stipulated factor of 1 stall per 500 gross square feet. Restaurant areas follows the D4D factor of 1 stall per 200 gross square feet. Please refer to Chapter 1- Entitlement Area Summary table and Chapter 1- Automotive Parking Map for allowed quantity calculations and parking distribution within Master Plan area.

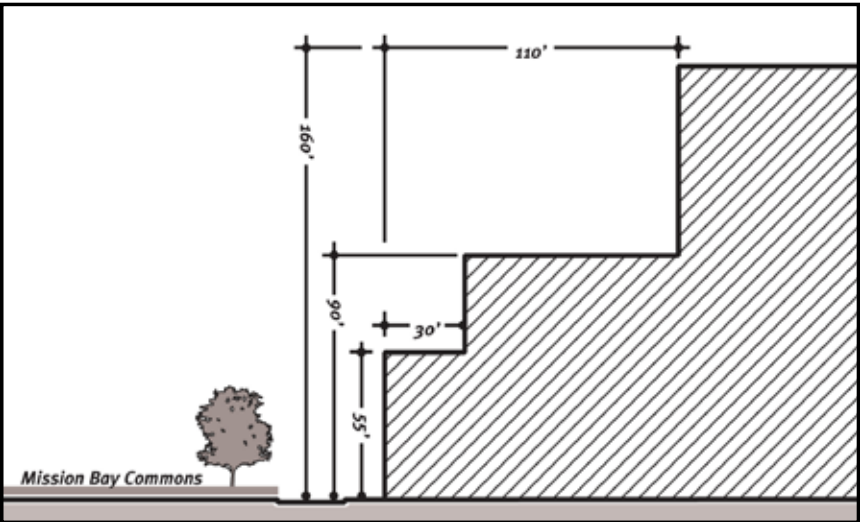


Fig. 3.14- Required Stepbacks in HZ-5 along Mission Bay Commons

Design for Development- Building Setbacks				
Proposed Master Plan Areas		STREET FRONTAGE	D4D REQUIRED SETBACK	PROJECT PROPOSED SETBACK
	Block 26 (Parcel 1)	Third Street	5'-0"	5'-0"
	Block 27 (Parcel 1)	Third Street	5'-0"	5'-0"
	Block 27 (Parcel 1)	South Street	None	None
	Block 29	Third Street	5'-0"	5'-0"
	Block 29	South Street	None	None
	Block 30	South Street	None	None
	Block 30	Terry A. Francois Blvd.	None	None
	Block 31	Third Street	5'-0"	5'-0"
	Block 31	16th Street	20'-0"	20'-0"
	Block 32	16th Street	20'-0"	20'-0"
	Block 32	Terry A. Francois Blvd.	None	None
	Block 33	Third Street	5'-0"	5'-0"
	Block 33	16th Street	None	None
	Block 33	Illinois Street	None	11'-0" Minimum (per PG&E Easement)
	Block 34	Third Street	5'-0"	5'-0"
	Block 34	Mariposa Street	20'-0"	20'-0"
	Block 34	Illinois Street	None	8'-0" Minimum (per PG&E Easement)

Table C- Setback Compliance

Use	Number of Parking Spaces
Residential	Maximum of one space for each dwelling unit
Retail (Excepting specific uses addressed below)	Maximum of one space for each 500 square feet of gross floor area up to 20,000 square feet, plus one space for each 250 square feet in excess of 20,000 square feet. For retail greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed. For retail greater than 50,000 gross square feet, a ratio could be established by the Redevelopment Agency based on development specific parking demand and not to exceed 10% greater than the limit stated herein.
Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.	Maximum of one space for each 200 square feet of gross floor area, where the occupied floor area exceeds 5,000 square feet. For these uses greater than 20,000 square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.
Commercial Industrial	One space for each 1,000 square feet of gross floor area shall be provided (maximum and minimum); except that two spaces for each 1,000 square feet of gross floor area shall be permitted for up to 1,734,000 feet of gross floor area of life sciences, biotechnology, biomedical, or similar research facility uses.
Commercial Industrial Retail	Commercial Industrial uses subject to Commercial Industrial standards. Retail subject to applicable Retail standards.

Table D- D4D Parking Stall Requirements / Allowances

Use	Spaces	Gross Floor Area
Commercial	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000
Retail	0	0 to 10,000
	1	10,001 to 60,000
	2	60,001 to 100,000
	3	Over 100,000 plus 1 for each additional 80,000
Residential	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000 plus 1 for each additional 400,000

Table E- D4D Service / Loading Zone Requirements

Service Loading

Off-street service loading spaces have been accommodated within the proposed buildings and will be screened from adjacent streets and out of view from pedestrian areas. All service loading spaces for the proposed development are stipulated in the Chapter 1- Entitlement Area Summary table. The quantity of proposed service loading is consistent with the D4D Service / Loading Space Requirements (see adjacent Table E). For purposes of calculating the required number of service loading spaces, Entitled Gross Floor Area (per structure) was utilized. As the proposed is a multi-parcel development, it is anticipated that during schematic design phase the design team will seek to aggregate and reduce the number of required service loading spaces for Blocks 29-32 by working with Redevelopment Agency staff to prepare an acceptable basement level alternate service loading plan.

Bicycle Parking

The proposed development intends to provide all D4D required secure bicycle parking distributed through out the project in the buildings and parking structures. Per the D4D requirements of 1 secure bike space per 20 off-street vehicle stalls, the minimum number of secure bicycle spaces is 111. However, the proposed development intends to provide additional bicycle parking to meet LEED criteria 4.2 (1 bike space per 20 employees), requiring approximately 450 bike spaces. For additional details and complete description of design intent, please refer to the Chapter 1- Entitlement Area Summary table and Chapter 1- Bicycle Parking Table.

In order to meet both LEED and the S.F Planning Code requirements, the shower and locker requirements will be met through a combination of individual, private ground-floor shower rooms inside each of the 8 main buildings and the additional utilization of the proposed fitness center facilities at Blocks 30 and 33. All shower/locker facilities are intended to serve either salesforce.com employees or restaurant/retail tenant employees. At most block locations, LEED SS Credit 4.2 calculations for shower and lockers results in a requirement that is higher than

the San Francisco Planning Code (Sec. 155.3) requirement. Where the LEED calculations result in a number that is less than the San Francisco Planning Code, we intend to follow the S.F Planning Code minimum requirements of 4 showers and 8 clothing lockers per building.

The design team will continue to work with SFRA staff during subsequent design phases to ensure that all aspects of the bicycle parking and shower/clothing locker facility requirements are developed in accordance with all relevant codes and planning guidelines.

Signage

Any signage intended for use within this development will be consistent with the existing Mission Bay South Signage Master Plan (SMP) and is subject to design review with the San Francisco Redevelopment Agency (SFRA). At the time of this Major Phase submittal, no signage is submitted as part of this Master Plan document. Consistent with the Mission Bay South Design Review & Document Approval Procedure manual, a comprehensive commercial signage program will be submitted to SFRA at a later phase.

As part of the signage program, successful design integration of business and plaza/street-level retail signage will be of particular significance. Commercial/ Industrial business signage and signage for street-level retail will follow the standards defined for Mixed Use Retail in the Mission Bay South Signage Master Plan, and will add to the public experience at street level.

Solar Access

The D4D standards for solar access intend to ensure that adequate sunlight access to public open spaces. At this time, the proposed buildings at Blocks 26 (parcel 1), 27 (parcel 1), 29, 30, 31, 32, 33 and 34 all meet the D4D standards for building height, bulk and streetwall criteria. By complying with these D4D standards, the proposed project will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day. No shadow analysis is required by the D4D at this stage, however, an initial solar/ shade study was completed to guide design of the town square and is included in the appendix.

Wind Analysis

According to D4D, wind review will be required for all proposed development projects containing buildings over 100 feet in height. As the proposed project contains 3 tower buildings over 100 feet in height, per the D4D requirements, the design team has prepared a wind tunnel analysis. In comparison to the existing site configuration, the proposed development significantly decreased the number of locations that exceed the SF Planning Code pedestrian-comfort criteria. Please refer to the Chapter 6 Appendix- Preliminary Wind Analysis for a summary of the report including study methodology, findings and mitigation recommendations.

Childcare

Salesforce.com seeks to continuously provide employees with excellent benefits and state-of-the-art facilities as part of our overall effort to attract talent and foster the continued development of our dedicated, creative work force. To help our employees create and maintain a healthy work-life balance for themselves and their families, salesforce.com is planning for on-site childcare to support our planned new headquarters at Mission Bay. For this Major Phase submittal, we are committed to complying with the Mission Bay South Redevelopment Plan (Sec. 304.9)-Childcare Requirements and San Francisco Planning Code (Sec. 414).

The San Francisco Planning Code (Sec. 414) would generally require that an on-site childcare facility be equal to 1% of total project gross square feet, or an interior area of approximately 21,400 gross square feet.

For this Major Phase submittal, a facility is being planned for approximately 170 children for the initial core project (Blocks 29-32). The above-cited 21,400 gross sq. ft. could house up to 210 children based on an estimate of 100 indoor sq. ft. per child. Salesforce.com is starting to estimate employee childcare demand and plan the types of facilities needed. Discussions include the potential for excess spaces not needed by salesforce.com employees to be made available to the public.

The proposed location for childcare is in Building 32, with required open space (75 sq. ft. per child) immediately adjacent to the north. Childcare space may ultimately be in multiple locations to respond to project timing, available outdoor activity area and employee demand for various ages of childcare. Facilities will be located and designed to meet all State childcare licensing requirements.

Landscape Design Approach

1. Part of Mission Bay

The landscape design for the salesforce.com headquarters complements the project's urban design approach by creating a network of courtyards and piazzas. As a counterpoint to the lushly planted neighborhood parks that surround the site, the headquarters will offer a distinctly urban experience, with a variety of pedestrian amenities and climate-appropriate planting. Clearly defined courtyards and piazzas invite public use and gatherings of a variety of scales. The campus edges are porous, anchored with retail, and connect with the larger urban context. At the center of the site, the Town Square is the site's core public space with an extensive pergola, seasonal water feature, and space for hosting public markets, and other events.

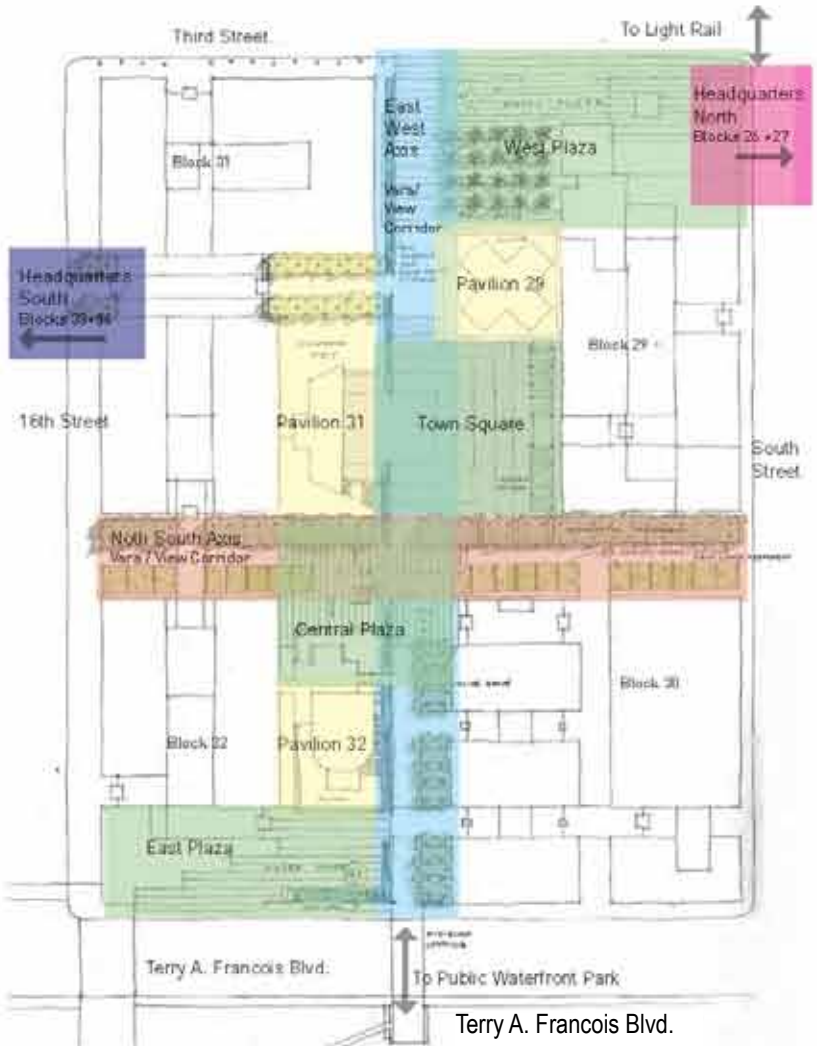
2. Progression of Spaces

A directional spatial sequence clearly leads the public from the Third Street Muni stop through to the public waterfront park on the bay and reinforces the vara. A thin plane of water, a 'bio-acequia', marks the east-west progression, and reflecting pools at either end announce the terminus. A view corridor defines the north-south axis and connects the site to Mission Bay. The series of courtyards allow for an element of discovery and surprise as visitors wind their way through the site. Groves of trees offer spatial definition to the piazzas, mitigate the wind, and humanize the scale of the large buildings. A large, programmable water feature in the Town Square both activates and alters the scale of this area, depending on whether the water feature is filled or dry.

More intimate courtyards include an olive lounge and plinth gardens surrounding the architectural follies. Pedestrian 'rest stops' occur with retail opportunities, art and seating along the major pathways. Pierpoint Lane is another important pedestrian connection and vara that extends from Third Street to Bridgeview. The other varas and easements throughout the site will dictate major view corridors and add to the rich variety of public amenities, including piazzas at block 26 and between blocks 33 and 34. These piazzas help break the scale of the blocks to a more pedestrian-friendly level. On the bay side at Terry A. Francois Blvd, connections to the bay and the adjacent public park are important to the design as the site opens up onto the waterfront plaza.



View of Town Square from Third Floor of Block 29- Olive Building

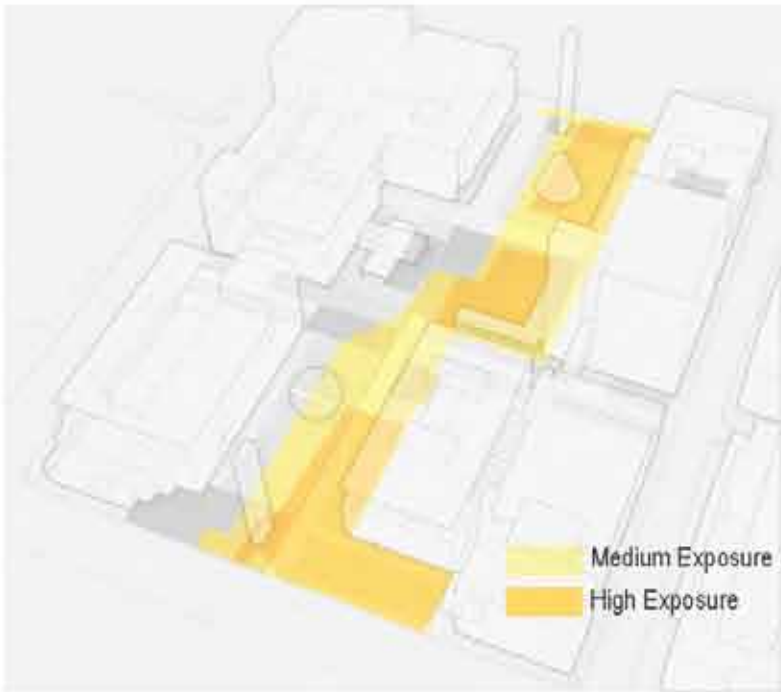


Concept Sketch of Progression of Public Spaces





Conceptual Planting Strategy: Using Plants To Define Space



Sun Study: Informing Location of Public Use Areas

3. Sustainable Site

The site design supports the project's environmental goals by reducing water consumption with a "no lettuce" approach. Foundation planting and water-thirsty groundcovers are avoided. Instead, the focus is on creating space with trees and opening up the ground plane with soft, aggregate mulches. The planting palette consists of climate-appropriate, Mediterranean species with a strong form to complement the architecture. The bio-acequia anchors the east-west axis of the site and terminates in reflecting pools. Through this water system, stormwater is harvested, filtered and stored to use throughout the year for irrigation and fountain water needs. Renewable energy, wind or solar, will play a large role in the fountain pumping systems. Bio-gardens along the north-south axis process the building's greywater, which is piped back into the building for re-use in toilets and other appropriate places.

4. Mission Bay-Specific Design

The landscape design recognizes the particular climate of San Francisco's Mission Bay neighborhood, by maximizing sun exposure by carefully locating activity spaces and deflecting wind with adjacent buildings and tree rows. A comprehensive sun-shade study helped dictate the best locations for public gathering areas. The paving choice is intended to be a durable local stone to reduce shipping carbon costs. The use of smaller paving units rather than slabs will help the longevity of the project, by anticipating and minimizing damages caused by site settlement as well as allowing storm water infiltration. Art is an integral feature of the plan—including markers, pavilions, screens, wayfinding, communication, and elaboration of groundplane. Extensive programming highlights the site's public use goals—promoting health and exercise, showcasing local food and cuisine, engaging children, and providing original interactive experiences.



View of Town Square from Olive B29 Pergola

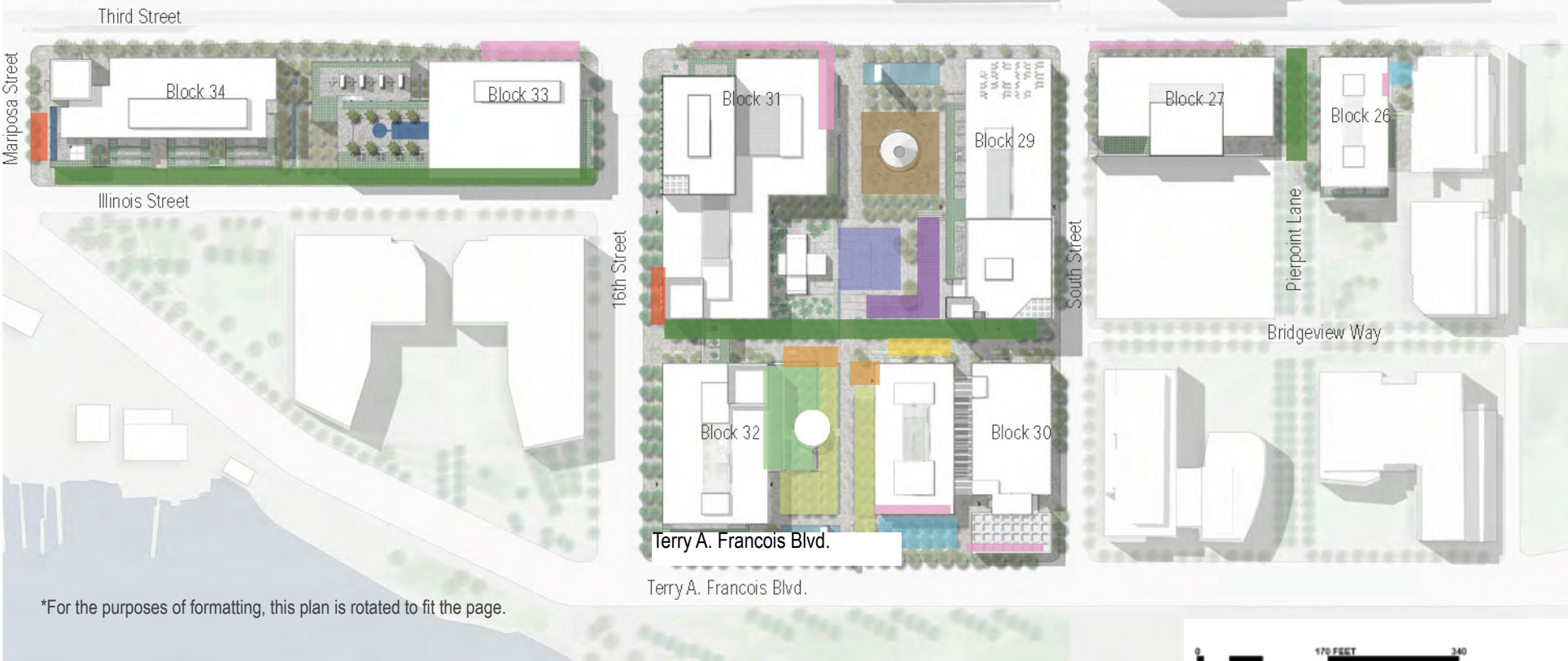


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Open Space & Landscape

Landscape Activities- Illustrations



Child Care Play Area



Jogging Path



Urban Vitality



Bicycle Program



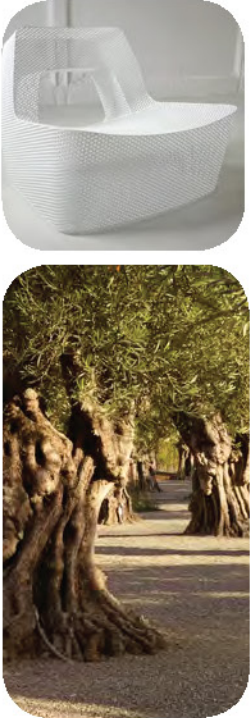
Food Trucks



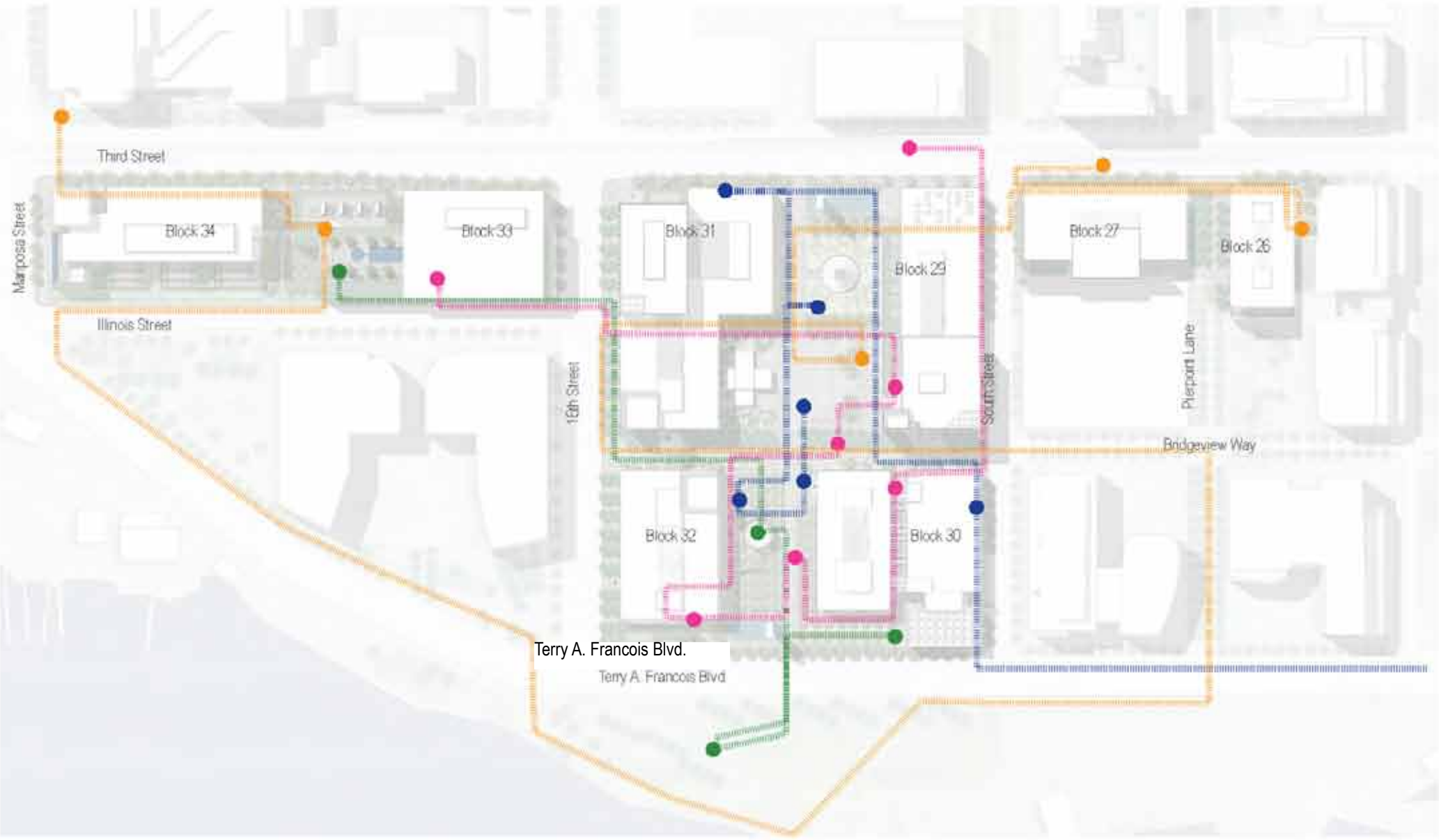
Bocce & Pétanque



Plaza Seating



Olive Lounge



A Day in the Life

The salesforce.com headquarters is planned to be a vibrant center of urban activity. The large scale of the project and its colorful renderings contrast starkly with the current vacant lots that now occupy the site. In fact, all of Mission Bay is changing so quickly, it is hard to keep pace with the increase in people that add life to the neighborhood every day. This diagram together with the adjacent page attempt to give a feel of what the headquarters may be on any given day and how the project fits into the fabric of the city and the lives of its residents.



*For the purposes of formatting, this plan is rotated to fit the page.

Open Space & Landscape

Landscape Activities- A Day in the Life (continued)

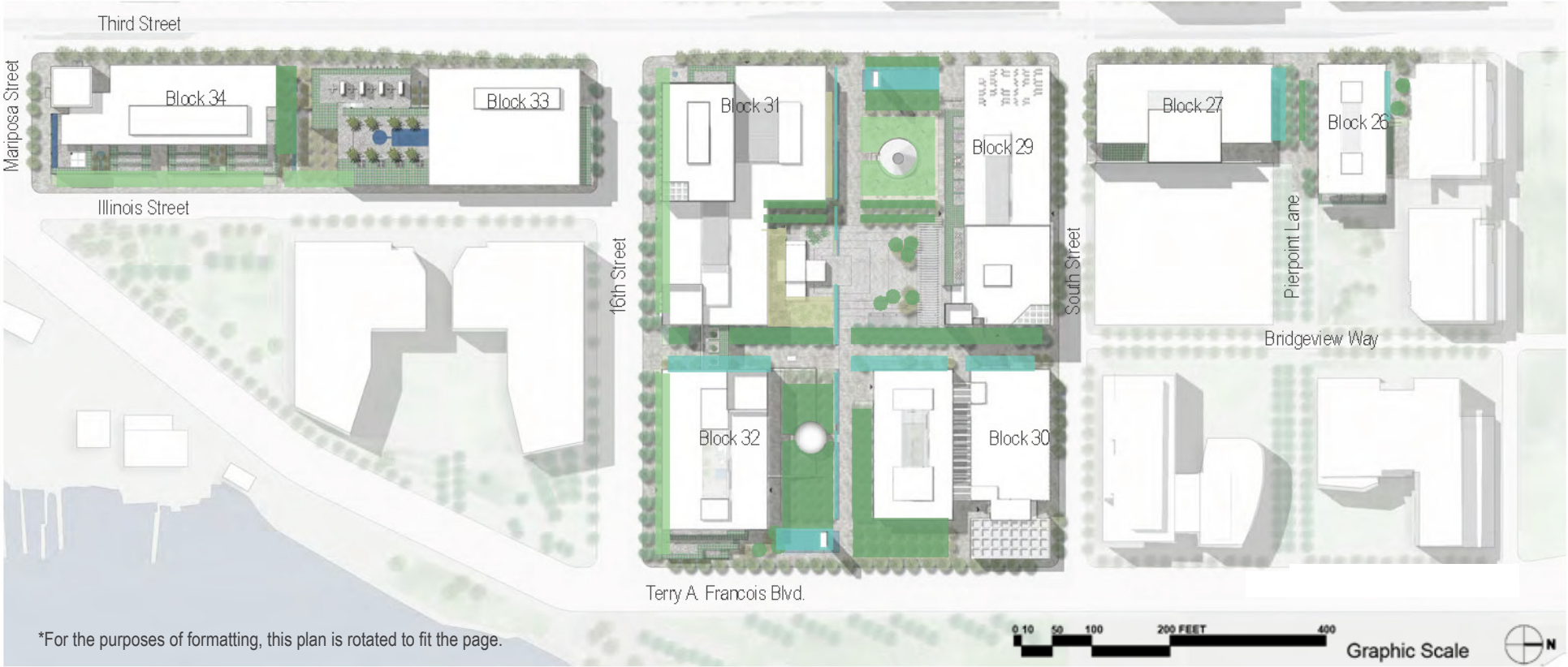


Open Space & Landscape

Conceptual Landscape Plant Material

The conceptual planting palette for the salesforce.com headquarters is intended to reinforce the civic character of the plazas and courtyards. The plantings consist of trees with strong architectural forms that define the civic spaces in combination with lower panels of succulents that have a sculptural and architectural presence on the ground plane. The planting is intended to introduce a new paradigm for low water use planting that will serve as an example of sustainable design. Aquatic and water loving plants will be planted in conjunction with the bio acequia and bio filtration gardens. These plantings will be selected to filter storm water and grey water.

Mediterranean Canopy



Sculptural Shade-Lover



Stormwater Filter



Desert Drama



Open Space & Landscape

Conceptual Landscape Hardscape

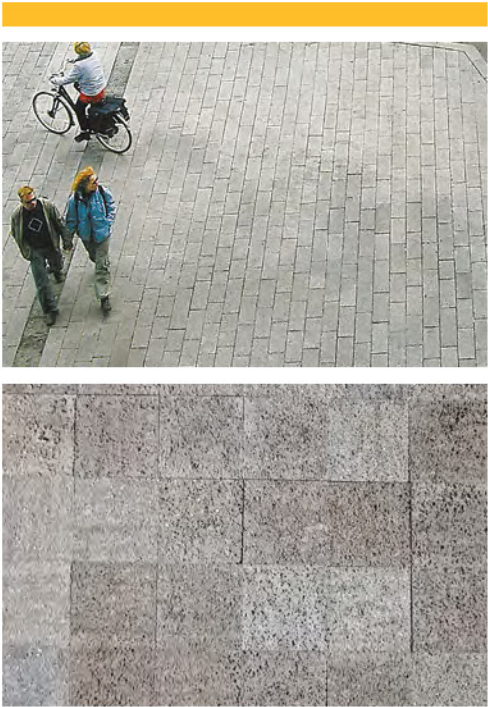
The conceptual paving palette is designed to help accommodate the soil settlement issues of Mission Bay and to reinforce the overall design philosophy for the salesforce.com headquarters as an extension of the urban fabric of San Francisco. The outdoor spaces function as lively piazzas and courtyards, not as a pastoral suburban landscape. Paving consists of smaller unit pavers to add scale and texture contrasted with large stone mulch areas of different colors and textures that create a rich, permeable ground plane. The carpet of subtly colored stone is a backdrop for sculptural plantings with low water use.



Plaza Stone



Circulation Stone



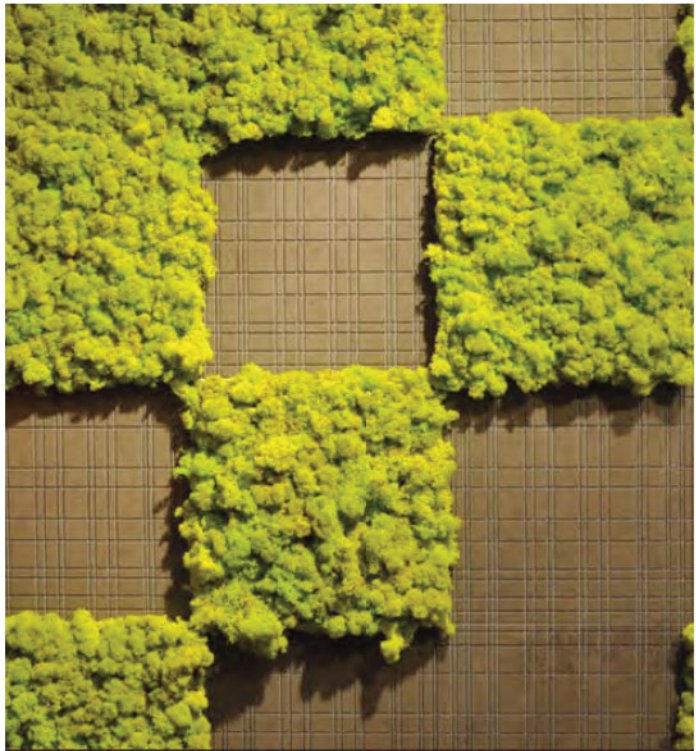
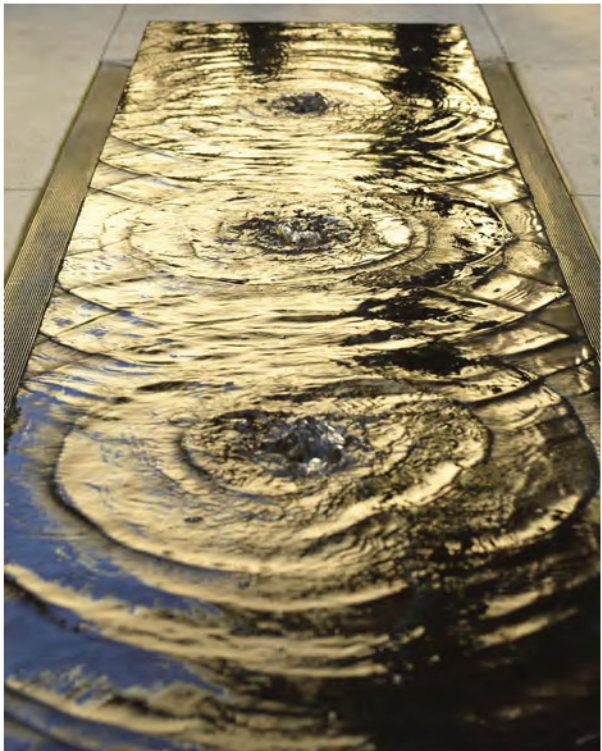
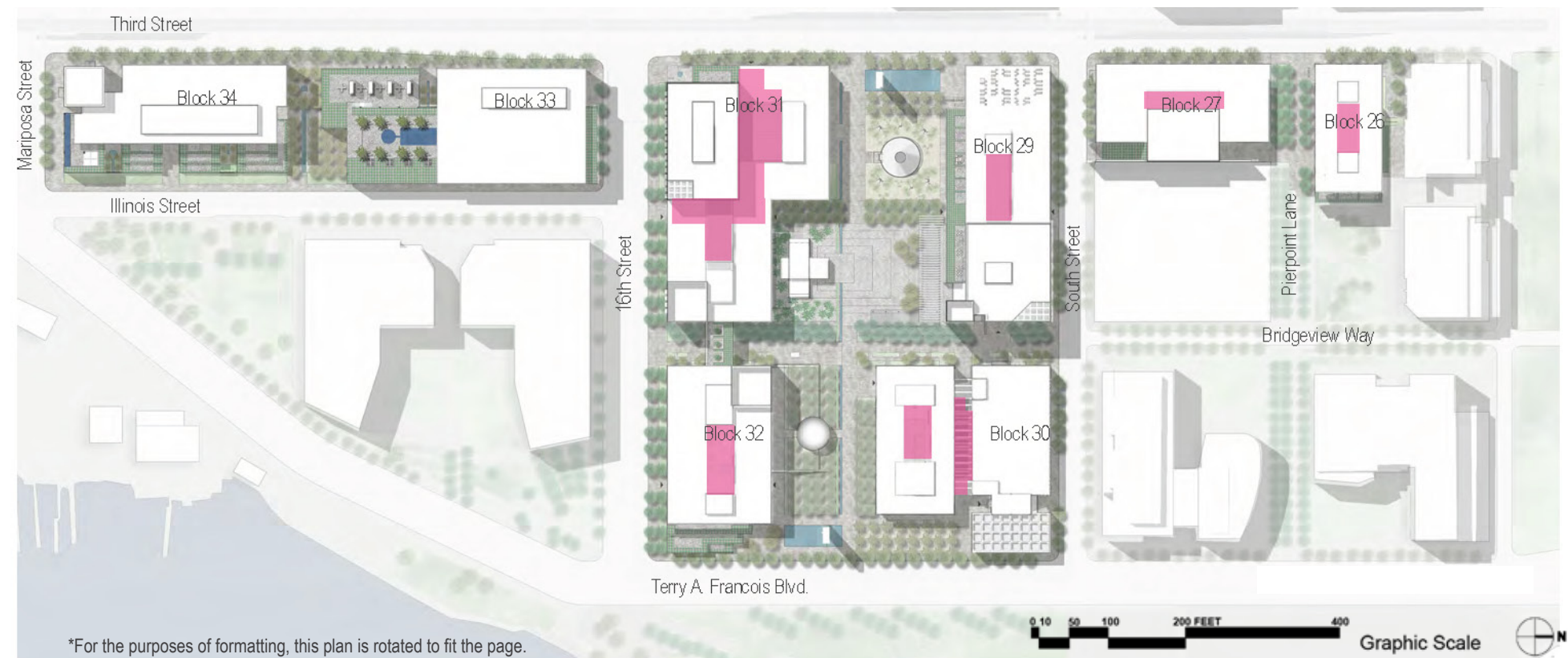
Aggregate Paving



Open Space & Landscape
Landscape Roof Terraces

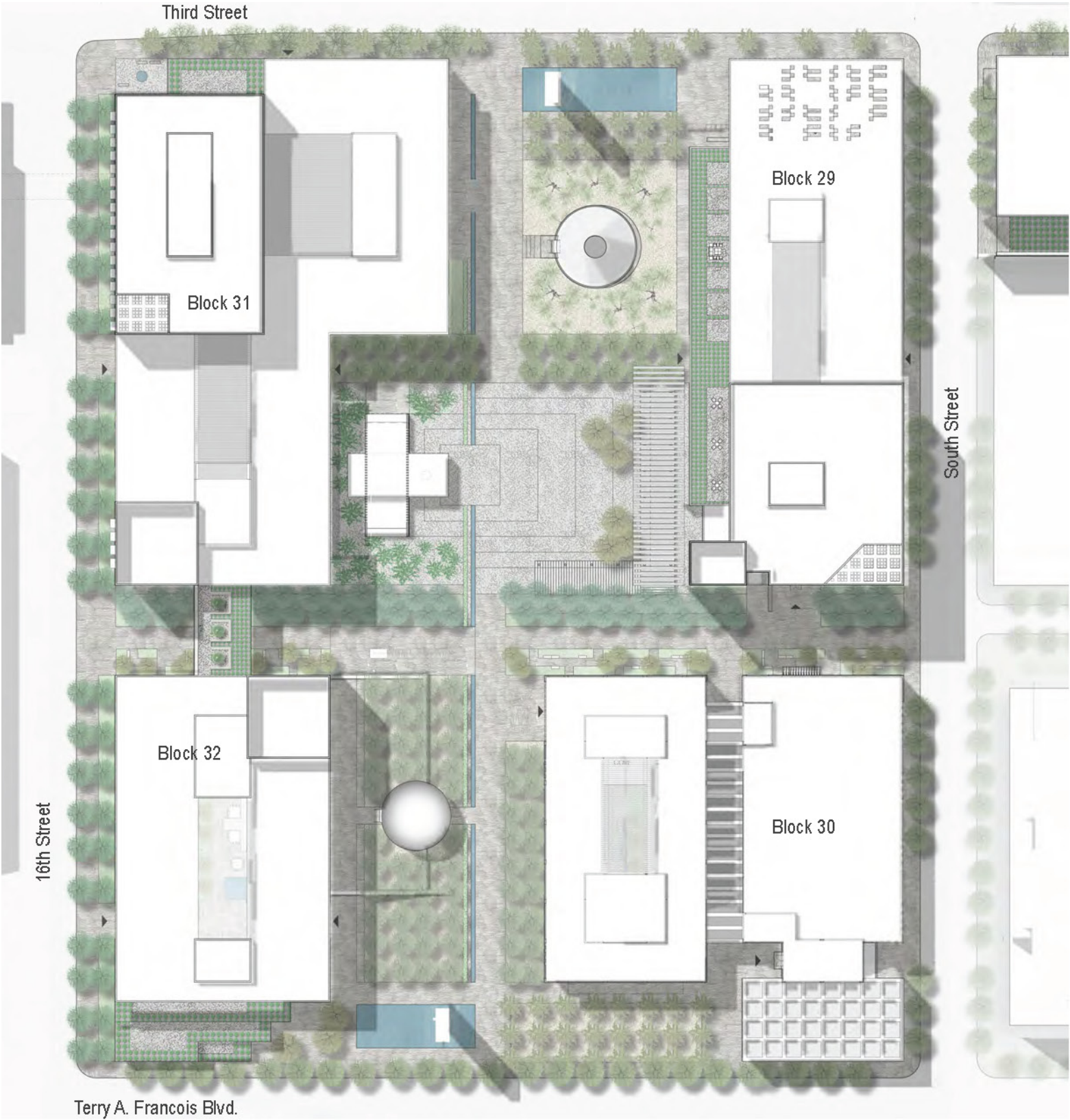


Open Space & Landscape
Landscape Atria and Courtyards



Open Space & Landscape

Landscape Detail Concept Plan: Blocks 29- 32



Blocks 29-32 enjoy expansive public open space, including a series of courtyards and piazzas. Connections in the varas running east-west and north-south anchor these plazas and lead the visitor through the site.

East-West Vara

The east-west vara is the main directional and circulation spine of the core block. Looking east, it frames the view to the bay and looking west, one sees the UCSF campus and the city beyond. The vara feeds people into the site off of Third Street and then opens up into the Town Square. After the town square the vara narrows again and runs alongside the Childcare Play Yard. It finally opens up again onto a plaza with views of the park and bay beyond.

North-South Vara

This vara has a more utilitarian role of pedestrian circulation and storm water treatment. Trees line the west side of the vara to help bring a human scale to the corridor, while a series of gardens on the east side provide smaller “outdoor rooms” with seating. These gardens will also function as stormwater treatment zones, cleaning and filtering the runoff and potentially grey water from the site. An open view corridor will be maintained towards the ball park to the north.

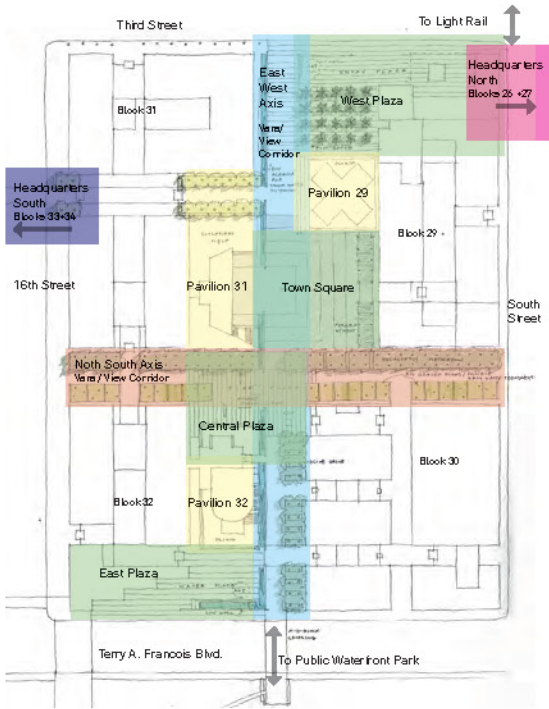


Diagram of Public Plazas in Blocks 29-32

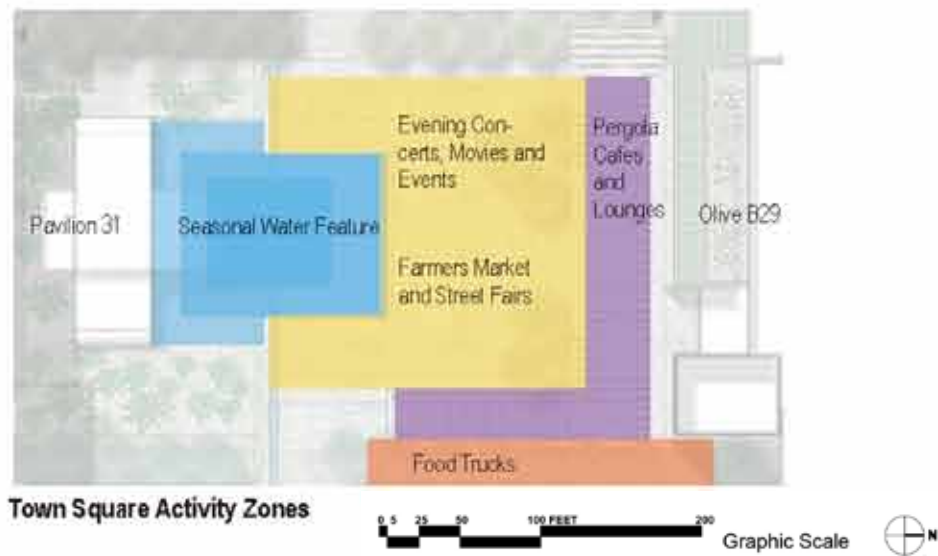


*For the purposes of formatting, this plan is rotated to fit the page.

Town Square

This communal gathering space acts as the heart of the salesforce.com open space plan, anchoring the headquarters' most socially activated and public amenities. As the locus for main events, the square will host everything from outdoor concerts to celebratory viewings of the World Series. But it will also function on a smaller scale as a place where people can grab breakfast, have an impromptu meeting, or take a moment to relax in the sun. In many ways the space is designed as an urban theater. In terms of scale, the roughly square space is very similar to Levi's Plaza in San Francisco. With a clear center, as well as flanking spaces for tables and chairs or market/festival tents, the square functions well for multiple uses. A pergola along two sides works to reduce the scale and activate the edges with seating. An overlooking pavilion with an electronic screen and a shallow pool of water at the base frames the south side of the square. The water is programmable so that the space can be fully dry, partially full, or at other times filled substantially for particular days or events.

A scale analysis comparison of the Town Square to other local and non-local similar examples is in the Appendix. Also in the Appendix is a circulation study of the entry plaza on Third Street.



Seasonal Water Feature



Pergola Cafes and Lounges



Evening Concerts, Movies and Events



Farmers Market and Street Fairs



Food Trucks

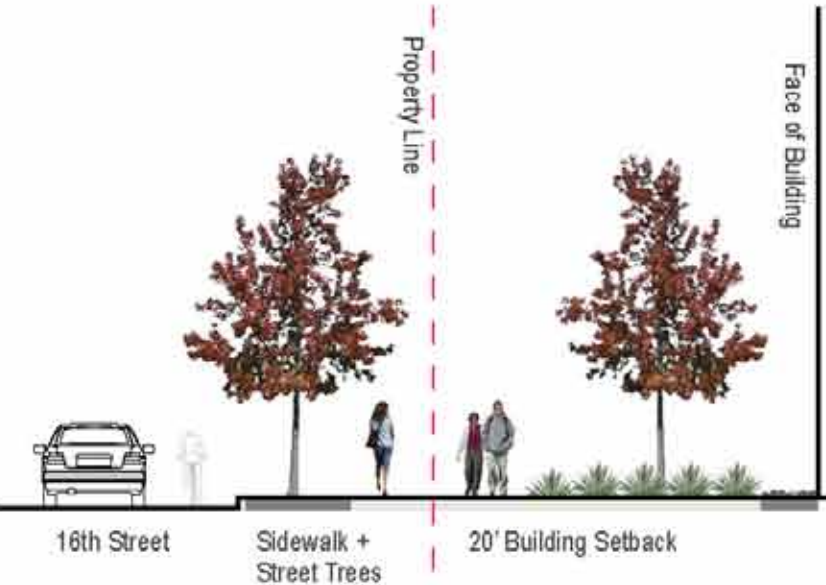




*For the purposes of formatting, this plan is rotated to fit the page.

16th Street Landscape

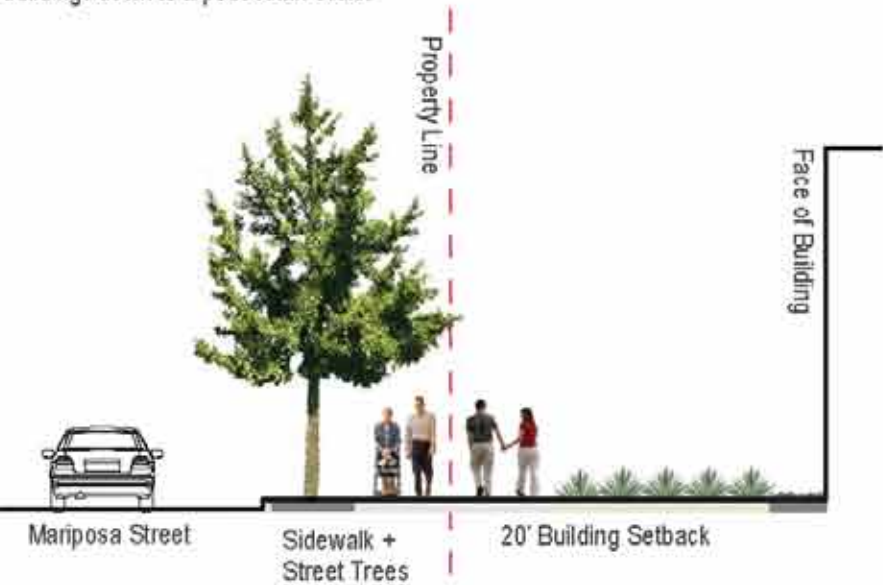
Streetscape design along 16th Street includes a landscape setback that aims to enhance the work that has been established by the Mission Bay Streetscape Plan. A second row of trees that matches the planned streetscape works to create a stronger green counterpoint to the buildings. In addition, an added layer of vegetation under the trees will soften the landscape and bring the buildings down to a pedestrian scale at the same time as it filters stormwater. The new design also proposes to widen the sidewalk to better accommodate pedestrians.



A. Landscape Section: 16th Street

Illinois Street and Mariposa Street Landscape

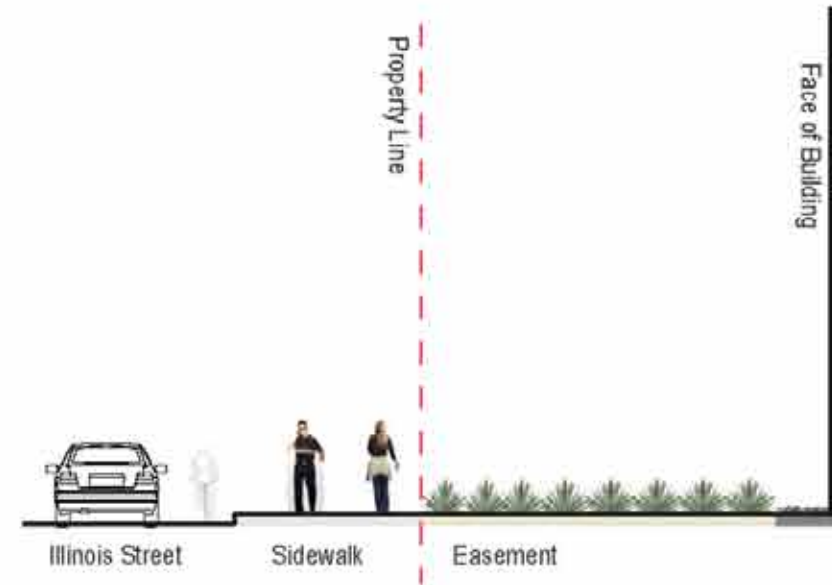
Along Illinois Street, a linear succulent garden will be planted in the easement to create a bold visual impact, establishing the distinctive character of the district's landscape as one enters from the south. Seating areas tucked into the planting will offer views to the park and bay, protected from the western winds. The bold, linear succulent garden will turn the corner at Mariposa Street and be planted in the setback on this street, extending to an inviting, plaza-like character to the corner of Third Street. Planting will also work to balance the hardscape and bring the buildings down to a pedestrian scale.



B. Landscape Section: Mariposa Street

Mid-Block Plaza

Mid-block between Red B33 and Tangerine B34, a plaza draws the visitor in from the street. Small palm trees echo the planting at the street at the same time as the changed scale sets the place apart. A focal point, such as a water feature or art piece, grounds the center of the space, while glimpses to the bay express the plaza's strong connection to the park across the street.



C. Landscape Section: Illinois Street



D. Landscape Section: Mid-block Plaza



*For the purposes of formatting, this plan is rotated to fit the page.



Pierpoint Lane

Pierpoint Lane

The aim here is to continue the intent of the existing design while adding another layer of stormwater treatment into the planting areas under the trees. The streetscape at Pierpoint Lane prioritizes the pedestrian experience. New design features will reinforce what has already been constructed on this important corridor, enhancing it as a critical link to the network of Mission Bay parks. The emergency access and existing materials palette are important aspects to the design of this area. Uniting the architecture with the urban fabric, the streetscape creates unique responses to the building entries. Planting areas filter stormwater, supporting project goals for environmental sustainability.

Plaza at Block 26

Between Pink B26 and the existing Nektar Building, a plaza creates an intimate space. The landscape will be enlivened with the activity of visitors to the adjacent retail businesses. An open arcade creates a strong connection between the plaza and Pink B26, as well as to Pierpoint Lane. At the east end of the plaza, a landscape screen works to visually separate the space from the loading dock beyond.



E. Plaza at Block 26

Open Space & Landscape

Solar / Shade Study

Initial Results of Study

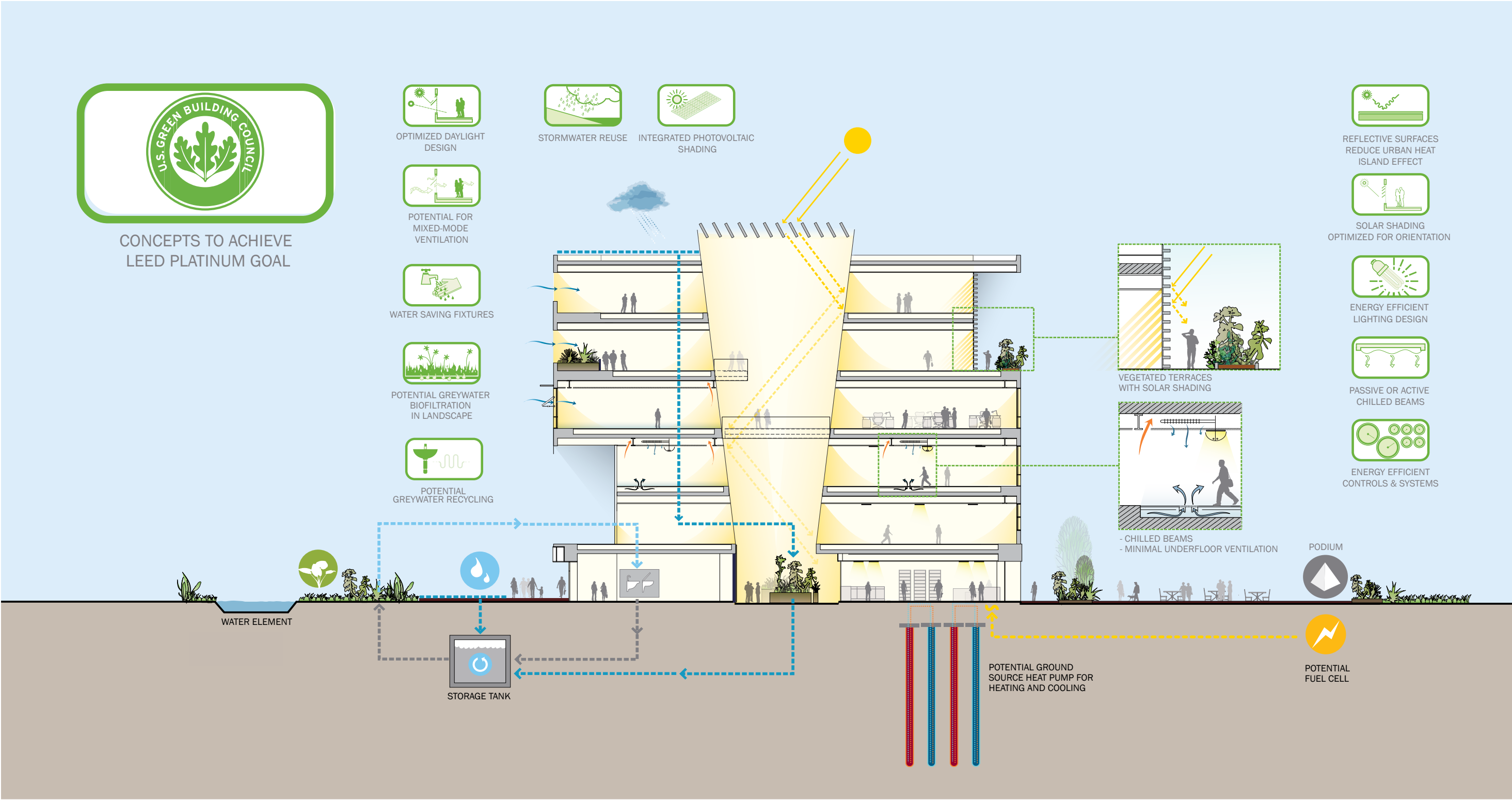
A comprehensive sun-shade study was undertaken to determine the optimum location for the Town Square, a defining feature of the salesforce.com headquarters. The decision was made to reduce the development footprint area of Building 29 - Olive, to introduce a central, public gathering space. The sun-shade study demonstrates that the square has full solar access throughout the day in the spring, summer and fall and also on winter mornings. This provides opportunity to sit outside in the sun, and is available not only to salesforce.com employees but to the general public visiting or passing by. Shade occurs on one side of the square, framed by adjacent buildings, and other localized shading is provided through the introduction of trees and temporary structures within the Town Square.

Critical decisions for the architectural massing (that are possible within the D4D) have also been informed by an understanding of appropriate solar exposure. Wherever possible, buildings are oriented with the long axis west-east. This reduces exposure on west and east facades where glare can occur due to low sun angles, and maximizes the effectiveness of solar shading strategies introduced on the south facades. Analysis has demonstrated that the optimum configuration of atriums is, similarly, with a long axis east-west, introducing light deeper on the northern side of the floor plans. This contributes significantly to providing floor areas with the possibility for daylight autonomy and reducing reliance on electric lighting.

See Appendix for additional diagrams showing a complete range of solar & shade scenarios throughout a typical year.



Site Shading Diagram June 21, 2:00 pm



POTENTIAL CONCEPTS TO ACHIEVE LEED PLATINUM GOAL

Salesforce.com has made a clear commitment to sustainability in the development of its headquarters at Mission Bay. Targeting the triple bottom line of environmental, social and economic goals, the project will be a model of sustainable development in the local area with the goal of achieving LEED Platinum-level. Using alternative energy sources, recycled water and leveraging natural daylight, the workplace environments will be healthy and productive spaces. Throughout, outdoor and interior spaces have been designed for maximum natural light.

Salesforce.com Sustainability Goals

The salesforce.com headquarters aims to be an exemplar for sustainable development in San Francisco. Key sustainability goals are:

- Earn LEED Platinum certification for all buildings
- Demonstrate exceptional performance on carbon emissions reductions and water conservation
- Create an inspirational & healthy workplace for salesforce.com employees
- Create a vibrant urban place that serves the Mission Bay neighborhood, San Francisco, and salesforce.com employees

LEED Platinum

The salesforce.com headquarters aims to earn LEED Platinum ratings for all of its buildings. The U.S. Green Building Council’s LEED (Leadership in Energy and Environmental Design) rating system is one of the most effective benchmarks and represents industry best practice standards. The LEED rating system addresses six areas of building design: site-related issues, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and design innovation. A Platinum rating is the highest rating that can be achieved.

San Francisco Green Building Ordinance

San Francisco has a mandatory requirement for 15% energy savings above the code baseline under the new Green Building Ordinance. The salesforce.com headquarters will meet or exceed this figure.

Optimized Daylight Design

Optimizing the availability of daylight in spaces is a critical part of the project’s sustainability goals. This strategy can greatly reduce energy use and carbon emissions, by reducing reliance on electric lighting, which is typically a relatively large portion of the overall energy use profile. Providing the right amount of full spectrum light through daylighting provides visual comfort to occupants and can improve productivity and well-being. Atriums are a key design feature in the buildings to bring light deep into the floor plans.

Solar Shading Optimized for Orientation

Shading controls solar heat gain, to reduce the amount of cooling energy used in the building and to promote thermal comfort for employees sitting near windows. It also manages glare to promote visual comfort, frames views or allows views through. First, building massing and orientation have been studied to identify where solar gains are likely to occur, and which facades are overshadowed or shaded by surrounding buildings. The application, depths and shapes of shading provided are then tuned to optimize performance in all these areas. Solar shading enhances comfort and reduces solar heat gain.

Energy Efficient Lighting Design

Electric lighting is one of the largest energy uses for the building design, which is typical of buildings in the San Francisco climate. Electric lighting energy use will be reduced through optimized daylight access, efficient lighting design, and appropriate lighting controls. This includes occupancy sensors and reduction of general illumination in response to daylight. LED technologies are being studied both within the offices and for site features. Task lighting in the office spaces will help to ensure lighting is only used where it is needed.

Potential for Mixed-Mode Ventilation

Mixed-mode ventilation is a hybrid approach to space conditioning. It allows natural ventilation through exterior facade openings, when the outdoor climate conditions are suitable, and alternates with mechanical conditioning when the exterior climate is too hot, humid or cold to provide for thermal comfort internally in the building. This combination of passive and active approaches to space conditioning allows the building to take advantage of San Francisco’s benign climate, capturing energy savings where possible, without sacrificing thermal comfort.

Passive or Active Chilled Beams

Passive or active chilled beams are being considered for the salesforce.com headquarters buildings. In a chilled beam system, heat exchangers mounted from the ceiling are cooled by tubes of chilled water. The cool surface provides convective and radiant cooling to occupants in the space. There are two types of chilled beam systems: active, where ventilation air is coupled with space cooling and is delivered through the chilled beam; and passive, where chilled beams are just for space cooling, and ventilation air is delivered from elsewhere in the space. Both of these approaches provide energy efficient alternatives to conventional air-conditioning.

Energy Efficient Controls and Systems

Controls are critical to maintaining the optimum conditions and to respond to dynamic changes in temperature and humidity caused by changes in occupancy and exterior climatic conditions at different times of day, throughout the year. These systems can be used to log performance and inform occupants on how to drive further efficiencies in their use of the buildings. Controls are often centralized in a Building Management System (BMS) that provides information to the users. A BMS system can be linked into a building dashboard system which will enable the data collected to be used by the users and inform occupants of the energy saving measures in the building and the impact they are having on reducing carbon emissions.

Potential Ground Source Heat Pump for Heating & Cooling

Ground source heat pumps are a possible low carbon heating and cooling supply strategy for the salesforce.com headquarters, based on the climate and ground conditions in Mission Bay. Ground source heat pumps are a form of renewable energy as they rely on the temperature of the earth as a source and sink for heat on an annual cycle.

Integrated Photovoltaic Shading

Photovoltaic (PV) panels are a form of renewable energy. PV converts solar energy directly into electrical energy that can be used to supply part of the building’s electrical demands. It can also double up as shading, by blocking unwanted solar gains within the building and instead absorbing this solar energy to convert to electricity. Photovoltaic panels are being considered for the salesforce.com headquarters, and may be incorporated on the roof, where they receive the most sun throughout the year.

Reflective Surfaces Reduce Heat Island Effect

An urban heat island is caused by development modifying a natural land surface and using materials which retain heat and re-emit this at night. Steps can be taken to reduce the heat island effect by incorporating cool roofs and high solar reflectance index (SRI) hardscape materials. Site features will help to create comfortable micro climates throughout the site, inviting employees and the public to enjoy the urban plazas and the view to the Bay. The urban heat island effect will be addressed through shading of hardscape and planted areas.

Water Saving Fixtures

Water conservation ensures that water demand and thus wastewater generation is minimized. As part of salesforce.com’s commitment to sustainable water management, water reducing fixtures will be used on sinks, toilets and urinals so that they use less water than typical fixtures. Water saving fixtures can contribute to reduction in overall potable water use.

Stormwater Reuse

Water efficiency within buildings helps to reduce the burden on municipal water supply and wastewater systems. As part of the commitment to sustainable water management, stormwater will be managed on site through capture, filtration and, where permitted, reuse for toilet flushing and irrigation. Stormwater reuse can contribute to a 50% - 100% potable water use reduction for irrigation, and up to 50% reduction in use of potable water for sewage conveyance.

Graywater Recycling

Water reuse replaces much of the building’s water supply that does not need to be potable water. Where permitted, graywater systems filter water collected from sinks (in lavatories) for use in flushing toilets. California building code does not currently permit the use of stormwater, graywater, or blackwater within the building. However the San Francisco Public Utilities Commission (SFPUC) and Department of Public Health are in the process of establishing guidelines for these types of water reuse. Several precedent projects are currently underway in San Francisco, including the Transbay Transit Center and the SFPUC building, and the project team expects that water reuse will be permitted in the near future. Graywater recycling can also contribute to water use reduction in irrigation and water use reduction across the headquarters.

Graywater Biofiltration in Landscape

Linked to a potential graywater reuse strategy for flushing toilets (where permitted), the salesforce.com headquarters masterplan project team are investigating the potential to filter graywater collected from sinks (in lavatories) using natural biofiltration techniques. These strategies are in combination with the dual plumbing ‘purple pipe’ provisions as required by code.

Introduction

Inspired by the task to create a visionary, flexible environment that creates a new paradigm for the modern workplace, Legorreta + Legorreta have envisioned a community bonded by simplicity of style, vibrancy through color and light, and an inspired architectural design that blends in with San Francisco’s heritage. This master plan is a reflection of that vision. Refined modern elements will be combined with natural materials and colored accents to create dramatic environments and dynamic work spaces. The colored accents, warm light, geometric shapes, and soaring spaces will support an inspired workforce and community.

The architecture of the new headquarters will express a symbiotic relationship with the terrain, ecology and neighborhood that surrounds it. Legorreta + Legorreta will draw inspiration from local precedents and translate them into contemporary architectural expressions that users can feel a familiar connection with also discovering a range of unique and timeless sensory experiences. After having worked across different cultures, the philosophy of the Legorreta + Legorreta is to learn from different ways of life and thought and to reinterpret them successfully to the benefit of their clients and users. Examples of representative works are found on page 58 of this section. These images have been carefully chosen as references to show how local materials have been selected in previous Legorreta + Legorreta projects to blend in with the surrounding community whilst providing a fresh reinterpretation of local materials to give shape to the architectural proposal.

Please refer to the following page for representative examples of proposed project materials and colors. The building materials and colors provided are indicative of the general approach and will be developed further in subsequent design phases.

Color and Accents

The use of color by Legorreta + Legorreta has been described as: “pure color, as if it came out of a painter’s tube”. Images of painted modest adobes and inspirational vernacular artifacts celebrating life are primary sources of inspiration to the architect. The use of color in architecture is involved as a whole philosophy and a design strategy of mystery and surprise. By examining the architecture that Legorreta + Legorreta have created in Mexico, we can understand the thinking process followed when design projects from abroad are undertaken. While this design language of Legorreta + Legorreta has become a distinct and recognizable trademark, the use of color for each project continues to be addressed in a unique manner for each client and project site. In accordance with the local and varied culture of San Francisco and drawing from a broader Spanish heritage across California, the extent and variety of color for Salesforce.com’s Headquarters will bring variety and distinction to the public spaces, express the personality of the client within, and animate a variety of programmed workplace and amenity functions across the headquarters complex.

The colors accents selected for the new salesforce.com Mission Bay Global Headquarters Complex are: Pink, Jacaranda, Olive, Purple, Blue, Yellow, Red, and Tangerine. These colors are used on the main architectural elements of the building façades such as columns, lattices, overhangs, projecting windows, and soffits. The consistent use of a single color throughout an entire building gives it its identity and name.

Materials & Precedent

The proposed materials for the new Mission Bay Global Headquarters Complex are a rich mix of textures and colors that will help create an image and identity for the new development. Historical precedents for material and colors within San Francisco will be referenced while utilizing technically advanced systems and innovative materials. These material selections draw on the rich history of material use in San Francisco, reinforcing the varied and interesting building styles and scales that create the unique urban fabric of The City.

The primary exterior materials proposed for on the new Mission Bay Global Headquarters Complex consist of unglazed terracotta panels in a range of closely related hues: red, orange and yellow. The terracotta panels will be used in conjunction with light colored limestone or textured red sandstone cladding, which will serve as either prominent feature walls or as accent material. Bolder color accents, as described in the previous section, will be expressed in stucco or glazed tile to add interest and further articulation to the overall composition.

Like the previous discussion of color, material selections are also rooted in the varied cultural history of The City, and reflect the variations that have occurred over both time and distance. The use of terra cotta as a significant building material in San Francisco dates back to the late 1800’s, following the discovery of suitable clay for making terra cotta at the edge of the Sierra foothills. Many prominent buildings have been constructed with terra cotta facades and include the Ritz-Carlton Hotel on Stockton Street, the Hearst Building at Market Street, the Matson and Pacific Gas and Electric Buildings at Market Street, and the Shell Oil Building on Bush Street.

For the new Mission Bay Global Headquarters Complex, the choice of materials is the result of varied influences, blending the sophistication and quality of materials of the historic financial district buildings with the scale and pragmatism of the warehouse and industrial districts of the Mission Bay area and environs. However, as methods of construction never remain stagnant, but continually evolve as new technologies and techniques are developed, the proposed terra cotta skin is a new adaptation of a traditional material. The coloration takes its inspiration from varied sources, like the older brick buildings such as the Chronicle (deYoung) Building on Market Street and the many brick warehouses of the areas south of Market Street. The application is technologically advanced, utilizing rain-screen principles and a pressure equalized airspace and insulation directly behind the façade to reject water and improve thermal performance of the wall.

The use of the stone material for portions of the façade is also based on historical applications, as a timeless re-interpretation of the traditional base, middle and top of the historic buildings, where cut stone was often used at the base level for durability and a more stately appearance. Fenestration will consist primarily of individual windows set into the terra cotta and stone walls, following the precedents set by generations of San Francisco buildings and consistent with the character of nearby historic industrial areas. Contemporary glass walls are used in specific areas to denote entry, divide buildings into distinct masses or to break down the height and

scale of the buildings.

Legorreta + Legorreta recognizes that the success of any new urban project will depend greatly on the ability of the design to express a healthy respect for the history of the immediate place while still responding to the evolving needs of clients and public interests alike. Therefore, a thorough survey of local materials, history and place-making elements has been done in an effort to understand the inherent qualities of the site and its surroundings. Photographic examples of current and historic San Francisco precedents can be found on page 58.

The following list of prominent downtown buildings also utilized significant amounts of terra cotta for the building facade:

- Shell Building, 100 Bush Street, 1930
- Hearst Building, 5 Third Street, 1909
- Sharon Building, 39 New Montgomery Street, 1912
- 85 Second Street, 1897
- Matson Building, 215 Market Street, 1921
- 1 Kearny Street, 2010



S01



S02



S03



S04



S05



Yellow and White Onyx

Stone

Beige

Brick Red

Copper Red

Salmon Red

Terracotta

Architectural Approach

Proposed Materials & Colors



Float Glass



Terracotta Slats



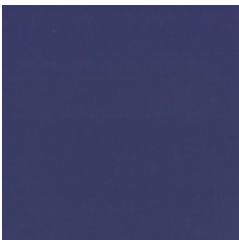
B26 - Pink



B27 - Jacaranda



B29 - Olive



B30 - Purple



B31 - Blue



B32 - Yellow



B33 - Red



B34 - Tangerine



Corten Steel

Glass, Accent Colors and Steel



1 Market Street - Landmark Building



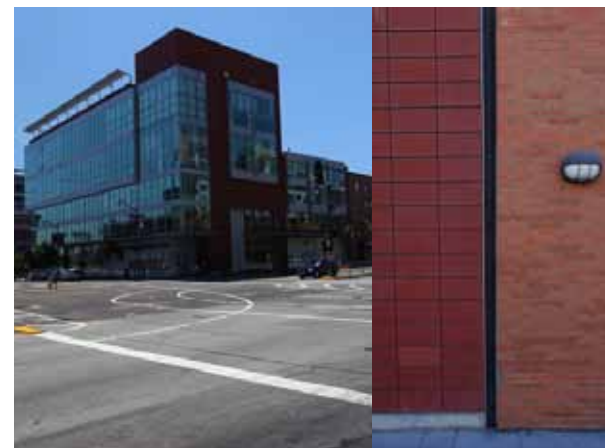
582 Market Street - Hobart Building



690 Market Street - DeYoung Building



301 Brannan Street - Masonry



207 King Street - Terracotta



625 Townsend St. - Terracotta



Fort Worth Museum - Natural Red Stone



Dallas Latin Culture Museum - Terracotta



Qatar College - Natural Stone

Public Art

It is envisioned that the public art program will become a destination in its own right, acting as an open air art museum. Bringing activities to the public areas of the project the art program will interact with the retail and restaurant amenities to provide vitality to the surrounding area.

The Public Art Program seeks to promote a diverse and stimulating cultural environment to enrich the lives of the city's residents, visitors and salesforce.com employees. The Program will encourage the creative interaction of artists, project design team, city staff, officials and community members, in order to develop public art that is specific and meaningful to the site and to the community.

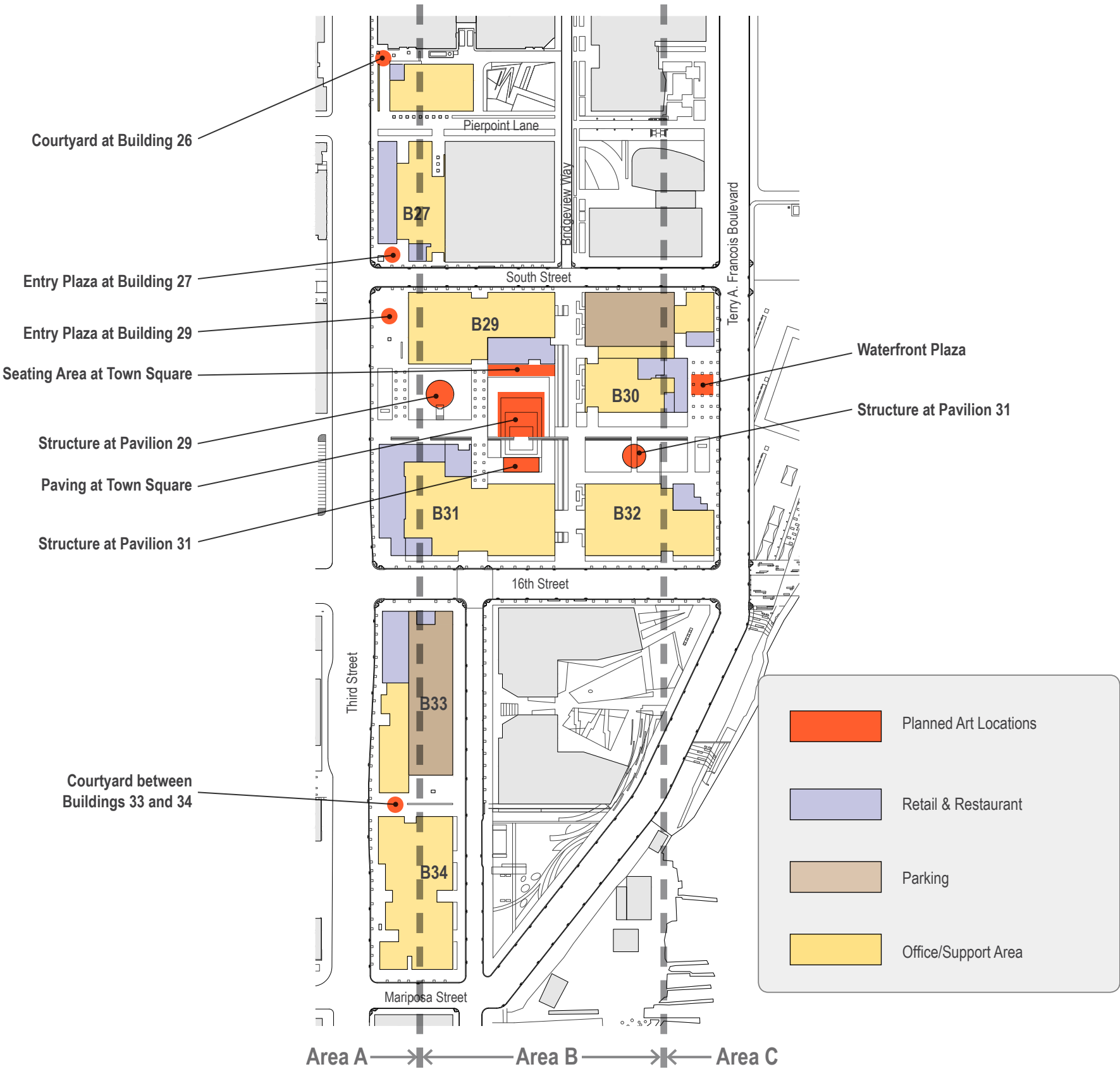
Selection of the artists will be at the discretion of salesforce.com, however the process will be overseen by the San Francisco Redevelopment Agency. The agency staff ensure that the art is publicly accessible, falls into one of their categories of acceptable public art and is equal to 1% of the construction cost. Given that the artwork will be on salesforce.com property selection does not have to go through any kind of public process and the Arts Commission approval is not required. However, salesforce.com intends to provide public updates regarding the artist selection and their subsequent ideas and concepts for the work. Artists will be selected from both the local community and international art world to bring a variety of perspectives.

Salesforce.com is making a commitment to public art for all eight blocks, where total expenditure on art will satisfy the 1% requirement. Planned potential locations of the individual art pieces have been identified and support the broader vision of the project, rather than a block by block approach. As such, there are three primary art zones within the project as indicated in the adjacent map.

Area A is intended to provide for an interactive and contextual experiences for pedestrians moving along Third Street corridor. Set back out of the public way, the art work planned within these entry plazas and public courtyards will allow users to pause, relax and investigate further without disrupting the flow, energy and movement along Third Street.

Area B is planned to provide for a wide variety of public art media, yet united by an increased sense of scale and greater practical function. Leveraging the retail activity and open ground plane of the Town Square, art in Area B is intended to be a series of venues that add big impact and visual richness for pedestrians and users, both proximate and from longer distances. One potential example is a large art mosaic as paving for the Town Square plaza surface. Such an installation would be visible not only to pedestrians but also from neighboring buildings. Another example would be the planned development of the pavilion structure at Block 29 in collaboration with an artist. This installation will likely produce spaces that allow for public interaction visually from the surrounding exterior and physically from within, as users interface with a unique, conceptual programmed retail space.

Area C is currently limited to a single prominent location directly across Terry A. Francois Boulevard from the public waterfront park. The planned location will allow for the selected artist to draw inspiration from a number of potential ecological



Public Art

Examples



VICENTE ROJO
Plaza Juárez, Mexico City



MATHIAS GOERITZ/RL
Camino Real, Mexico City



PILAR CLIMENT
Casa Petaluma, California



FRANCISCO TOLEDO
UNAM, Mexico City



SERGIO FINGERHANN
Capilla Hacienda Matao, Brasil



PEDRO FRIEDBERG
Camino Real, Mexico City



PILAR CLIMENT
Carnegie Mellon University, Qatar



RICARDO LEGORRETA
Fábrica Automex, Mexico



JAN HENDRIX
Georgetown School of Foreign
Services, Qatar



LED'S ART WALL
Torre Ejecutiva, Mexico City



ADAN PAREDES
Student Center, Qatar



FRANCISCO TOLEDO
UNAM, Mexico City

Introduction

In this section we will explore how retail and restaurants programming are being developed to create distinctive activity clusters that will attract and serve the varied needs of the Mission Bay community and salesforce.com employees, resulting in a vibrant and diverse urban experience.

A total of 50-65,000 SF of retail and restaurant is planned, as shown in Chapter 1-Development Summary Chart- Entitlement Area. The exact amount and distribution will be described in more detail in Schematic Design block plans. The locations shown in this Major Phase submittal illustrate potential retail, and will continue to be refined.

Restaurant

The salesforce.com headquarters will be an integral part of San Francisco and not an enclave. To that end, there will be no employee-only cafeteria or food court. Instead, a variety of leasable spaces will be provided on Third Street and in the Town Square, for entrepreneurs to open restaurants for the use of salesforce.com employees, people affiliated with UCSF, and the general community. These food venues will range from grab-and-go lunch counters to fine dining establishments.

Retail

Like many neighborhoods in San Francisco, Mission Bay South will have a wide variety of retail services for residents, workers, and visitors including shops providing household services and unique stores attracting residents from throughout the city. The retail space in this project is intended primarily as an employee and neighborhood serving amenity. The goal is to integrate the retail spaces within the whole project, making Mission Bay South a vibrant and inviting mixed-use neighborhood.

Concept for Retail/ Restaurant Clusters

Space program guidelines for the retail and restaurant components for this project have been set forth to promote different opportunities for outdoor activity, formal celebration, chance conversation and occasional discovery; all essential components of the ‘urban life’. A series of welcoming outdoor plaza areas provide opportunities for a variety of activities to evolve and support the Town Square as a neighborhood amenity and community destination. Salesforce.com will work with the Mission Bay neighborhood to actively pursue recurring events and programs as the headquarters complex nears physical completion. Potential examples of less-formal retail and restaurant dining include movie nights in the Town Square utilizing the outdoor electronic screen, a weekly farmers market, weekend art shows and food trucks designed to attract and build a following among the Mission Bay workers and residents.

The descriptions and plan map in this section represent a current snapshot of our design intentions for clustering of retail and restaurant spaces within the project.

Three distinct retail and restaurant clusters have been established and are described below:

Third Street Corridor- This area helps promote street and sidewalk activities along this pedestrian and transportation artery. Promoting a strong streetwall presence, this cluster is slated to provide lunchtime fare as well as casual dining restaurants that serve as lunch, after work, and evening dining destinations. Essential household services, such as dry-cleaning, groceries and pharmacy are likely to be utilized by the neighboring community. (See plan map- B26, B27, B31, B33)

Town Square- This cluster is located to surround the core of the project, providing weekday breakfast and lunchtime options with some potential choices for dinner and after-work activities. The spectacular Town Square combined with outposts of popular local restaurants will serve as an urban oasis that attracts local workers and neighbors alike, creating create a diverse population in this dynamic urban center. Exterior circulation combined with interior and exterior seating will promote an active and enjoyable plaza experience. (See plan map- Pavilion 29, B29, Pavilion 31, B31)

Waterfront Plaza- With views of the bay and public waterfront park across Terry A. Francois Boulevard, this cluster is a destination for employees and the broader community. Current plans envision a single ‘white tablecloth’ restaurant with the potential for some dedicated exterior restaurant seating on the plaza. (See plan map- B30, B32)

Retail Standards

These design standards apply to the ground floor level of all buildings located within the project area.

Objectives:

- Ensure the successful development of retail and restaurant service.
- Create a sense of identity for Third Street with a diversity of shops and services, attractive public areas, well lit and visible storefronts, and convenient and safe pedestrian access.
- Create welcoming and inclusive employee and publicly accessible restaurant and retail space around the Arrival Hub and Town Square.
- Support leisure and recreational uses and maximize the advantage of bay views and waterfront access along Terry Francois Blvd.

Dimensional Standards

Minimum Retail Height:

All retail areas shall be designed with a minimum floor to floor height of 15 feet.

Minimum Depth:

Retail areas shall be at least 30 feet in depth, plus additional depth for service corridors. The total width of any retail store may have up to 40% maximum allowance into the minimum 30 foot depth to allow for vertical elements such as stairs, elevator shafts, mechanical ducting, grease traps or other necessary elements.

Design Standards

Fenestration:

At least 50% of the total storefront area of any street frontage retail space along Third Street shall be devoted to entrances, windows, display windows at the pedestrian eye level.

Transparency:

- The area of fenestration shall be enclosed by clear untinted glass, except for decorative or architectural accents.
- Any decorative railings or grille work, placed in front or behind such windows, shall be at least 50% open to perpendicular view and no more than 6 feet in height above grade.
- Security measures must minimize their impact on building transparency. Solid roll down doors and permanent security bars on windows are not permitted.

Encroachments:

- Outdoor activity areas associated with the adjacent ground level retail activities, including walk-up facilities, shall be permitted to encroach into the public sidewalks. However, the sidewalks must maintain a minimum pedestrian path of 6 feet outside of these encroachments.
- Outdoor displays, tables, chairs, planters, windscreens and other furnishings to support such activities will be permitted.
- Outdoor eating and drinking establishments must be self-sufficient for disposal of the waste they generate by providing additional trash receptacles.

Design Guidelines

Modulation:

- Architectural treatments may include varied types of windows and entries, individual storefronts and use of different colors and textures.
- For retail frontage, flat façade surfaces shall be broken up at least every 30 feet by projections or by recesses.

Signage:

Any signage intended for this use will be consistent with the existing Mission Bay South Signage Master Plan.

B26: Pink Building & B27: Jacaranda Building

Positioning: Urban oasis (come in off street and lounge in protected outdoor space), primary quick service cluster.

Product Mix: Quick Service, coffee, fast casual.

Audience: Employees, local worker community, and street traffic on this busy corridor.

Hours of Activity: Morning and significant lunch with evening delivery and destination dining.

Design Note: Create a destination acclimatized patio for year round draw, restaurant seating on plaza is a big social draw.

B29: Olive Building

Positioning: The signature lunch venue in the heart of the campus with casual environment.

Product Mix: Several fast casual venues with outdoor seating (to go or seated).

Audience: Both employees and local workers seeking a destination oasis for dining.

Hours of Activity: Big lunch venue with all day gathering and activity based evening draw.

Design Note: Protected plaza seating.

Pavilion 29

Positioning: Signature arrival experience, spectacular "glass house" for year round atrium comf

Product Mix: Singular concept, coffee café, no kitchen.

Audience: Primarily employees and guests, some public.

Hours of Activity: Strong morning and all day draw with evening delivery and destination.

Design Note: Assumes this is a signature designed building create a unique destination, high visibility and open to outdoors.

B30: Purple Building

Positioning: Destination dining to provide signature dining experiences.

Product Mix: Fine dining

Audience: Internal catering, board room, customer entertainment, company events, local business, and PM social potential.

Hours of Activity: Chef driven restaurants that creates a lunch and dinner draw for the greater San Francisco and Peninsula community.

Design Note: Create a prominent and differentiated look for restaurant to stand out from the rest of the building. Develop plaza into sun deck by day and social lounge area for after work and PM.

B31: Blue Building & Pavilion 31

Positioning: Lunch and dinner destination for casual dining and bar crowd.

Product Mix: Well known local restaurant bar concepts.

Audience: Workers and residents of Mission Bay and adjacent neighborhoods.

Hours of Activity: Lunch and dinner.

Design Note: Atrium could be "beer garden" type draw, year round outdoor space.

B32: Yellow Building

Positioning: Potential additional activity center across from waterfront.

Product Mix: Quick Service, coffee, fast casual.

Audience: Community and employees.

Hours of Activity: Day and weekend.

Design Note: Views of waterfront park.

B33: Red Building

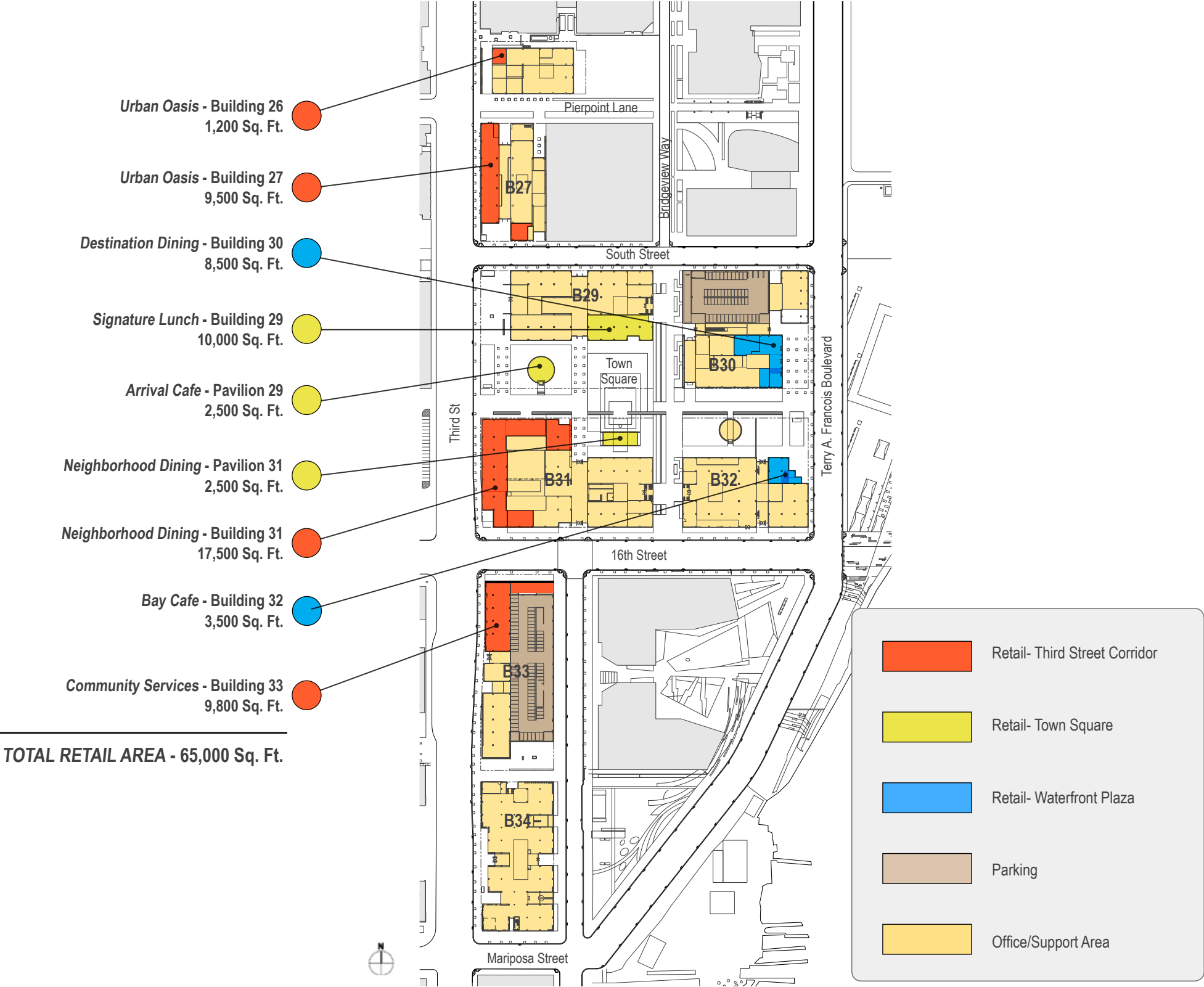
Positioning: Community services.

Product Mix: Cross section to appeal and service community and hospital.

Audience: Community and employees.

Hours of Activity: Solid day and nighttime draw with Hospital and Third Street presence.

Design Note: High visibility, adjacent to Hospital, public area.



4. Block-By-Block Development

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View from Third Street Looking East

Introduction

This chapter of the Master Plan provides for greater definition and identifies critical dimensions relating to the proposed development at each individual block. For this chapter the eight blocks of this Master Plan have been grouped into three distinct sections, following the existing boundaries of surrounding city streets. The block-by-block sections are as follows:

- Blocks 26 (Parcel 1) and 27 (Parcel 1)
- Blocks 29, 30, 31, and 32
- Blocks 33 and 34

While surrounding streets and sidewalks divide the overall project site, it is the intent of salesforce.com to create a connected urban work environment that unites and strengthens the fabric of Mission Bay. Each section provides a written project description that articulates proposed entry, program, exterior materials and building organizational structure. Unique public spaces and shared project amenities are further described where occurs. Following the written descriptions, site plan diagrams provide for specific critical dimensions and illustrate current surrounding land uses, transportation infrastructure and established Redevelopment Area public-way standards. Illustrative axonometric views for each building provide greater articulation of project bulk, height and massing. The building elevations provided are indicative of the general approach and will be developed further in subsequent design phases. All building sections are provided for reference purposes to assist the reader in their review of the proposed building elevations and site plans, with specific interior building dimensions to be developed further in subsequent design phases.

Blocks 26 & 27

As one approaches the salesforce.com headquarters from the north and along the Third Street corridor, the two proposed buildings at Blocks 26 & 27 will visually mark the beginning of series of expressive gestures utilizing a conceptual color palette that will help identify each building within the greater whole of the proposed development. Exterior spaces around the buildings have been zoned to provide for a clear and logical integration of arrival, entry, landscape, recreation and service functions.

A complete description of exterior space design concepts for Blocks 26 & 27 can be found in Chapter 2 - Urban Design Approach and in Chapter 3- Open Space and Landscape.

Block 26 (Parcel 1) - Pink Building

Located on Third Street, mid-block between Mission Bay Blvd. South and Pierpoint Lane, Block 26 enjoys an exterior courtyard to the north and a pedestrian lane to the south, both of which serve to separate it from adjacent structures. Within the courtyard, garden seating and public art will all be accessible by the public, creating a rich visual experience for building occupants and casual visitors alike.

The main entrance to the building is defined by a double-height, wind protected exterior portico that opens laterally to the Third Street corridor. The portico space is located directly behind the stone clad street façade and serves as a primary, street-level pedestrian collector. From this portico, visitors can enter through a double-height glazed lobby area that flows beyond to a 10-story interior atrium bringing full measure to the tower’s atrium space as a defining architectural experience. With limited streetwall access, the building program is intended to primarily meet salesforce.com office program needs. A small restaurant/retail tenant space is located along side the lobby, visible from both the Portico and Vara to the north.

Rising 10 stories high, this slender building is one of the 3 proposed “towers” located along Third Street to belong to the salesforce.com headquarters. Its striking form is composed of a bold, perforated, folded plane that rises from the street level and folds sharply at the top of the building to cover the entire building mass under a single roof plane. The streetwall and roof plane will be clad in light colored stone and the perforations will be highlighted with pink accent colored reveals. This bold color is used throughout this building, highlighting expressive details and architectural elements, such as columns, windows and massing reveals and voids.

Block 27 (Parcel 1) - Jacaranda Building

Located along Third Street, between South Street and Pierpoint Lane, this 6-story building shares a lively exterior courtyard with the proposed salesforce.com building at Block 26 to its north. Mentioned previously, this shared courtyard will have bio-gardens and sites for art, accessible to both employees and public visitors. As in Block 26, this building makes an individual statement through the use of color in the main architectural elements. The “jacaranda” color utilized for Block 27 is a shade of purple that will visually enrich and complement the overall exterior materials palette.

Contributing to the liveliness of this important building site along the Third Street corridor, a long continuous band of retail/restaurant tenant spaces reinforce the light rail stop as a true destination with increased opportunities for pedestrian activity; inviting both the public and salesforce.com employees to pause, shop and eat at businesses located in the building base. The main entrance to the salesforce.com offices is located on the corner of Third Street and South Street, fully expressed where the 6-story interior atrium is revealed through a full height glass curtain wall. Upon entering the building, visitors and employees will experience a lobby that runs all the way across the building to secondary entry from Pierpoint Lane.



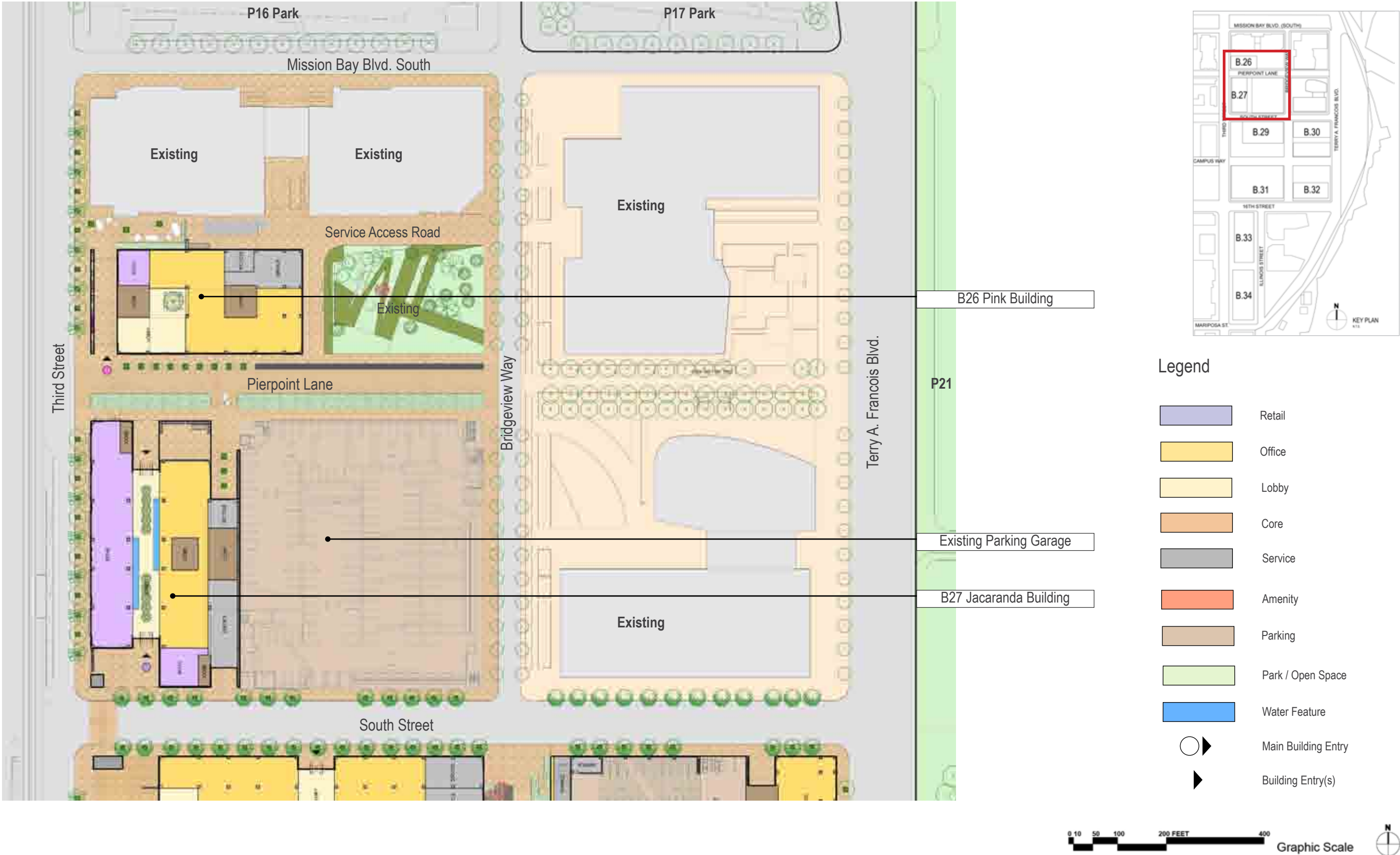
Looking East from Third Street at Blocks 26 and 27

This secondary entry provides a direct connection with the adjoining, existing parking structure at Block 27 (parcels 2 &3). Overall, the building interior space is organized around the 6-story lobby atrium where a series of flanking elevated internal courtyards and connecting bridges allow for natural light to penetrate interior spaces while still providing for functional connectivity within.

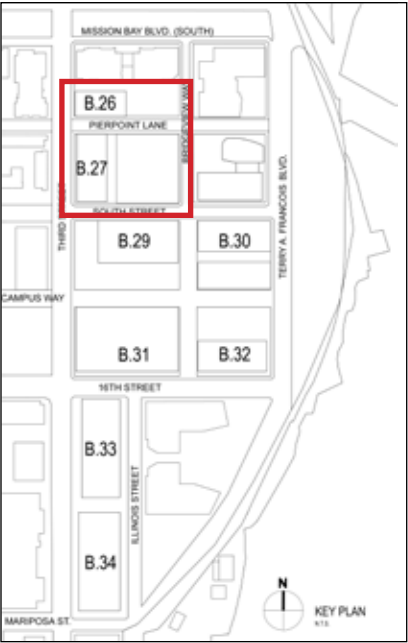
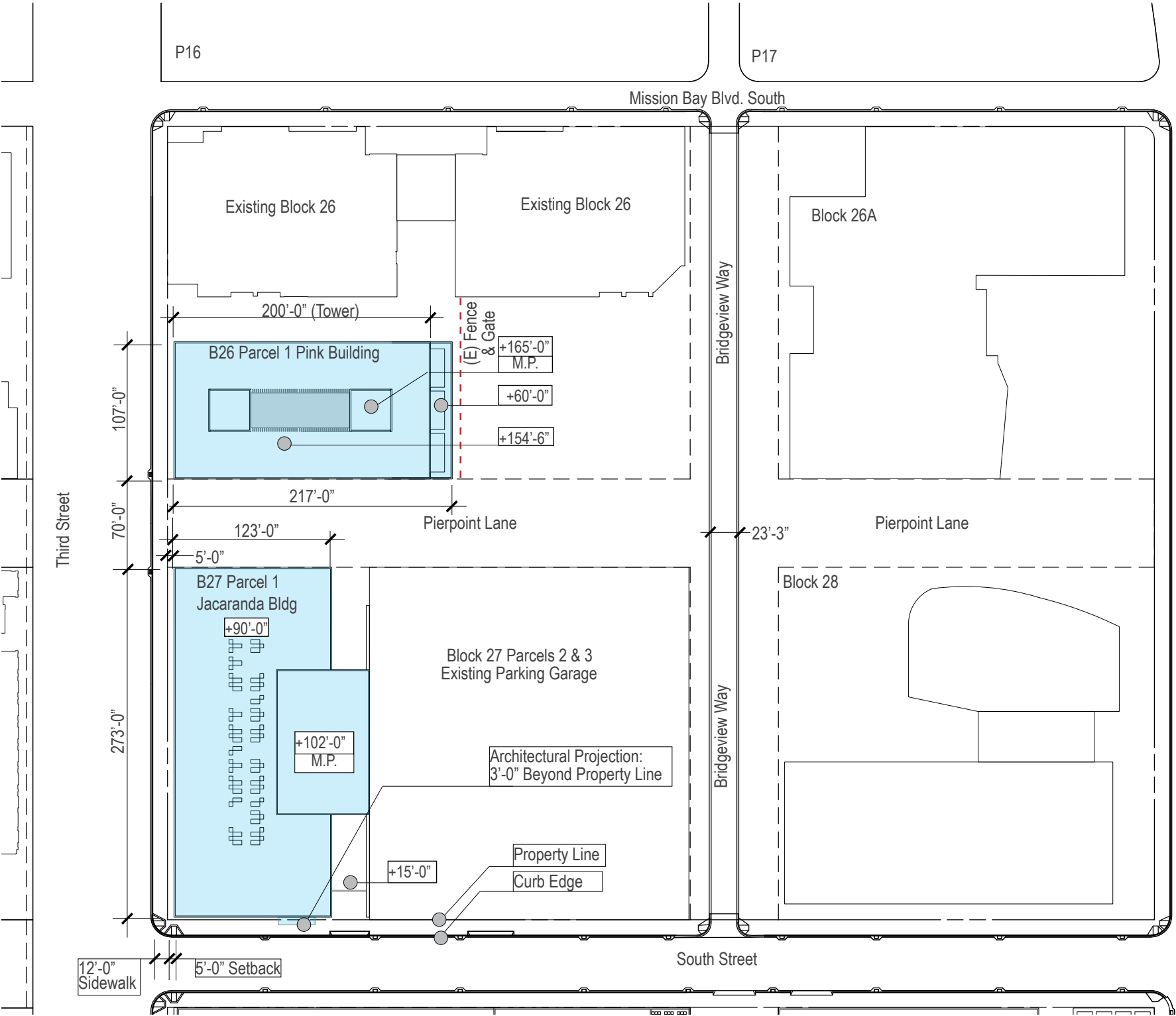
Similar to the Pink Building, a perforated, folding plane also embraces the Jacaranda Building. However, greatly differing from the Pink Building, the Jacaranda Building reverses the relationship of the folded plane to reveal both internal building functions and external massing shifts to the Third Street corridor. Sheltering a series of individual circular meeting rooms that are located on the 5th level exterior terrace, the folded roof plane is clad in a light colored stone, selectively perforated to reveal jacaranda colored highlights. Apart from the singularly encompassing floating roof plane gesture, the regularized fenestration and terracotta cladding quiet the overall building massing along Third Street. This simplified massing allows both street-level restaurant/retail tenant spaces along Third Street and the primary building entrance to better reveal themselves as defining elements of the pedestrian experience.

Block Development

Blocks 26 & 27- Site Plan, Land Use plan



Block Development
Blocks 26 & 27- Heights, Projections, Setbacks



Legend

- Major Phase Development
- Property Line
- +102'-0" Building Height
- [M.P.] Mechanical Penthouse

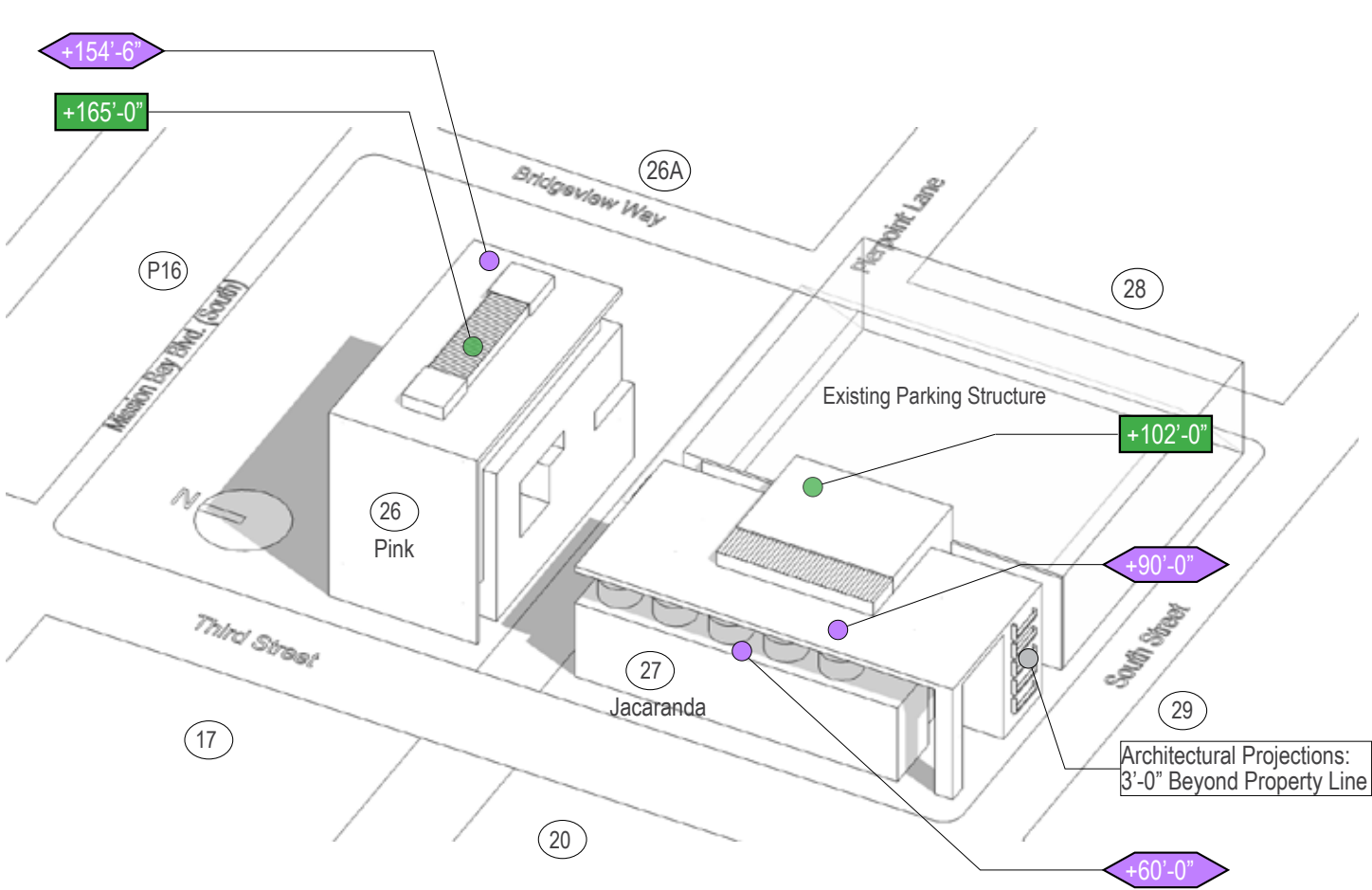
Note:
Required Setbacks: 5'-0" West Side Third Street
20'-0" North Side 16th
20'-0" North Side Mariposa

Block Number	Site Area (Acres)	Site Area (sq.ft.)
26	0.69	30,142
27	0.99	43,315

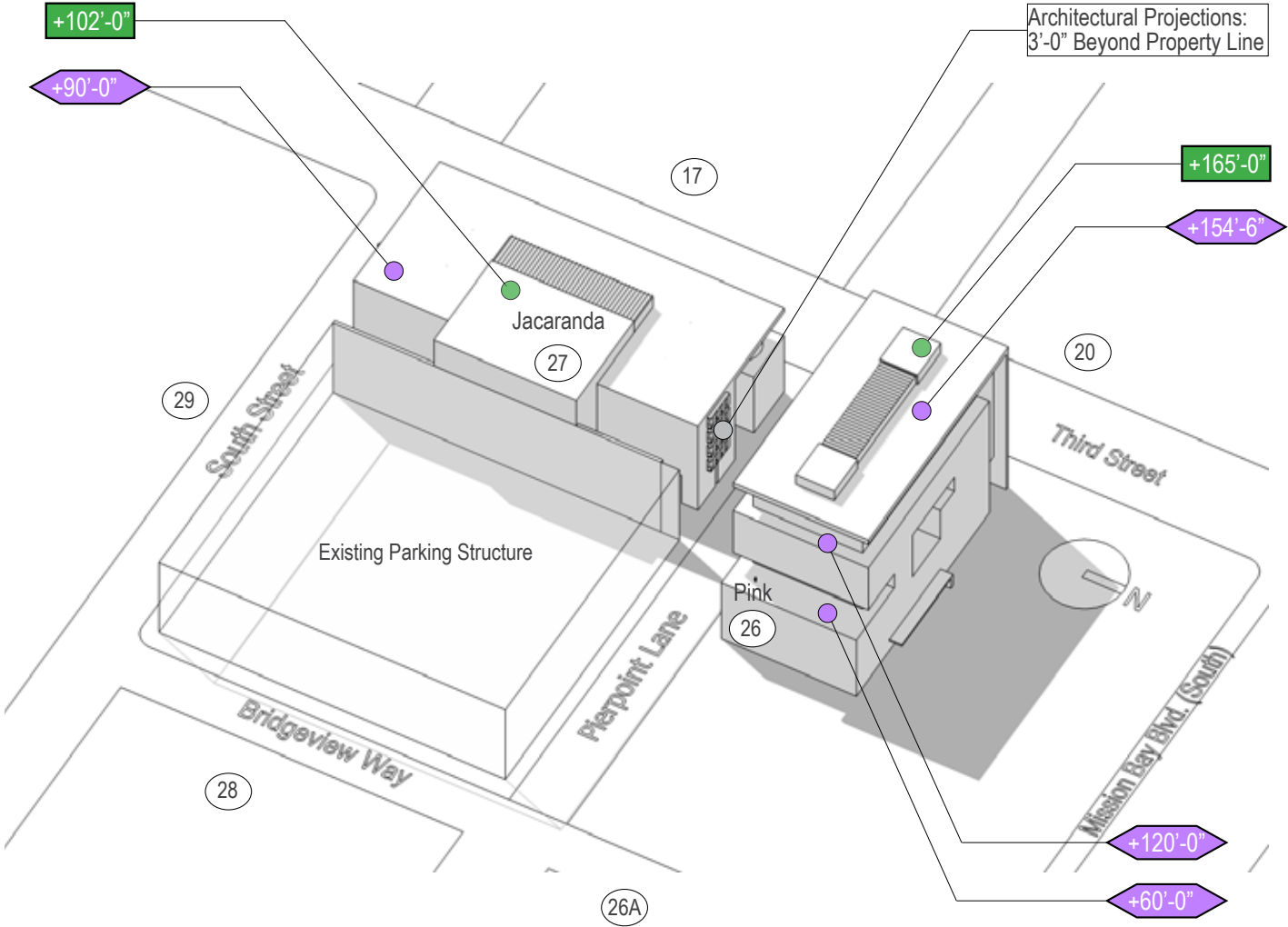


Block Development

Blocks 26 & 27- Massing Model



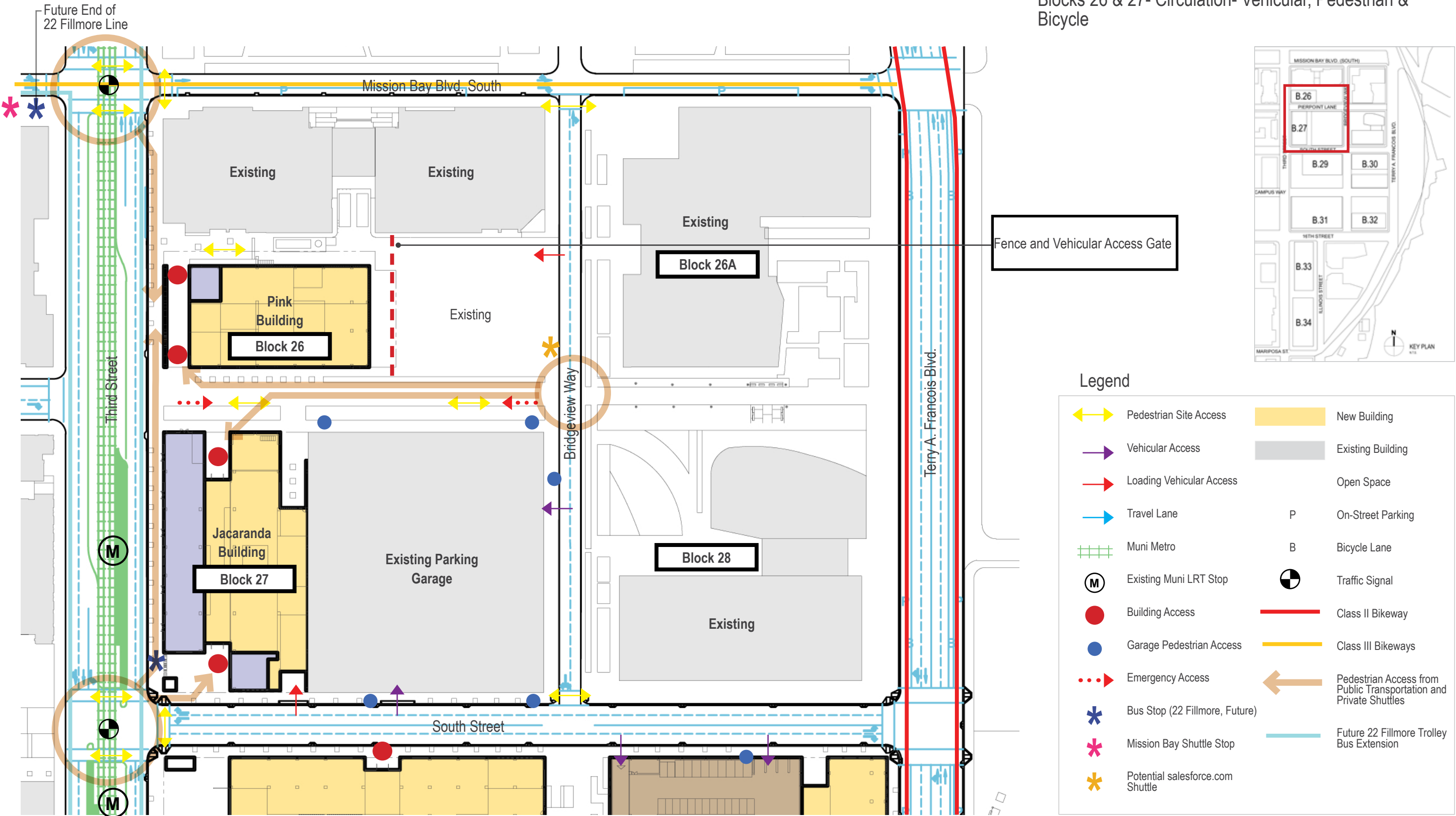
Blocks 26 & 27 - Pink & Jacaranda Buildings - View from South-West



Blocks 26 & 27 - Pink & Jacaranda Buildings - View from North-East

- +000'-0" = Top of Roof (Mechanical Penthouse)
- +000'-0" = Top of Roof (Occupied Floor)
- +000'-0" = Top of Parapet (Symbolic Feature)

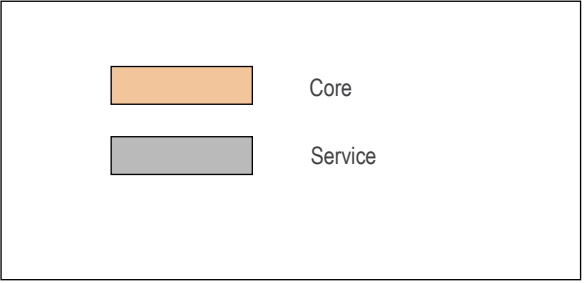
Block Development Blocks 26 & 27- Circulation- Vehicular, Pedestrian & Bicycle

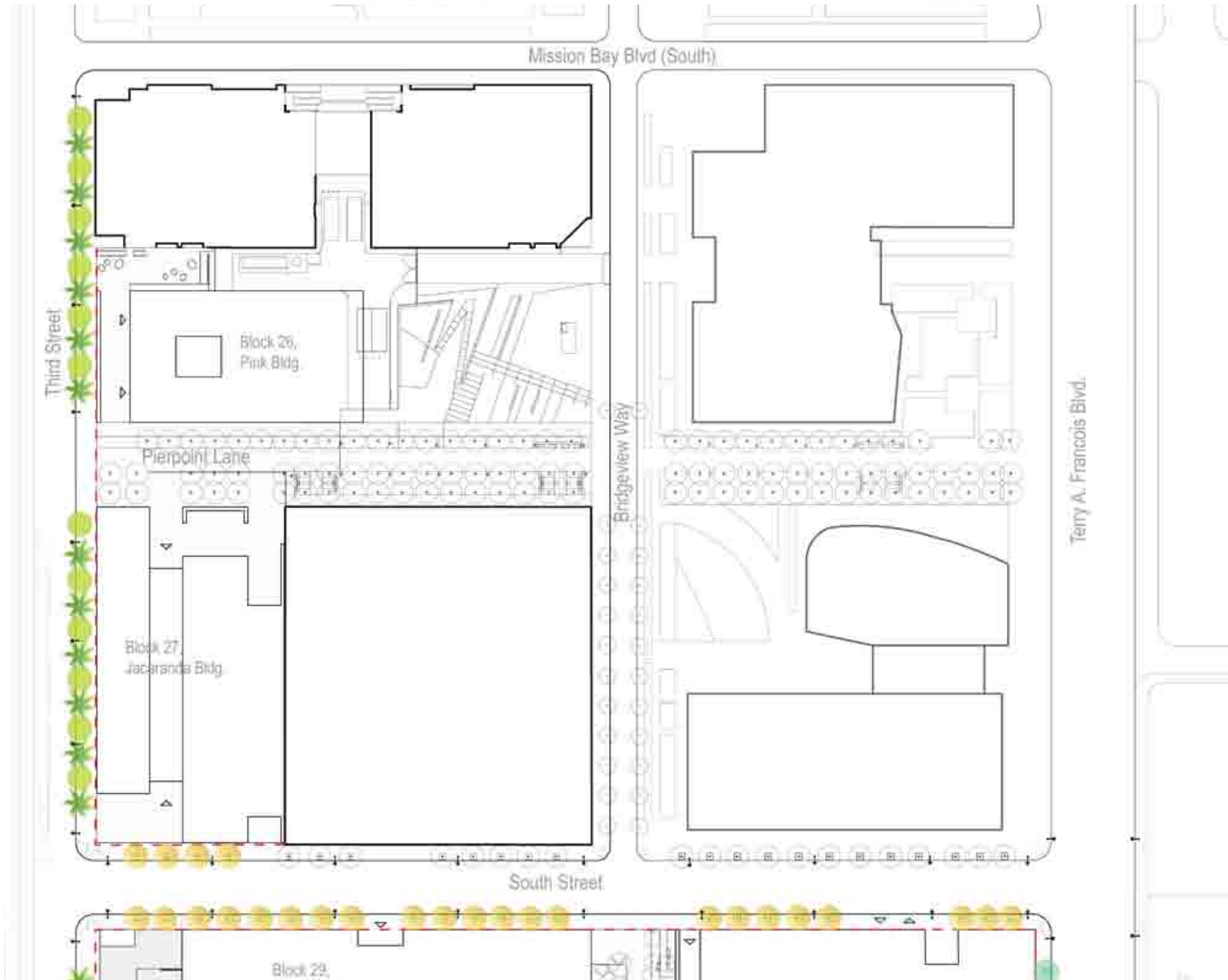


Block Development
Blocks 26 & 27- Basement Planning



Legend



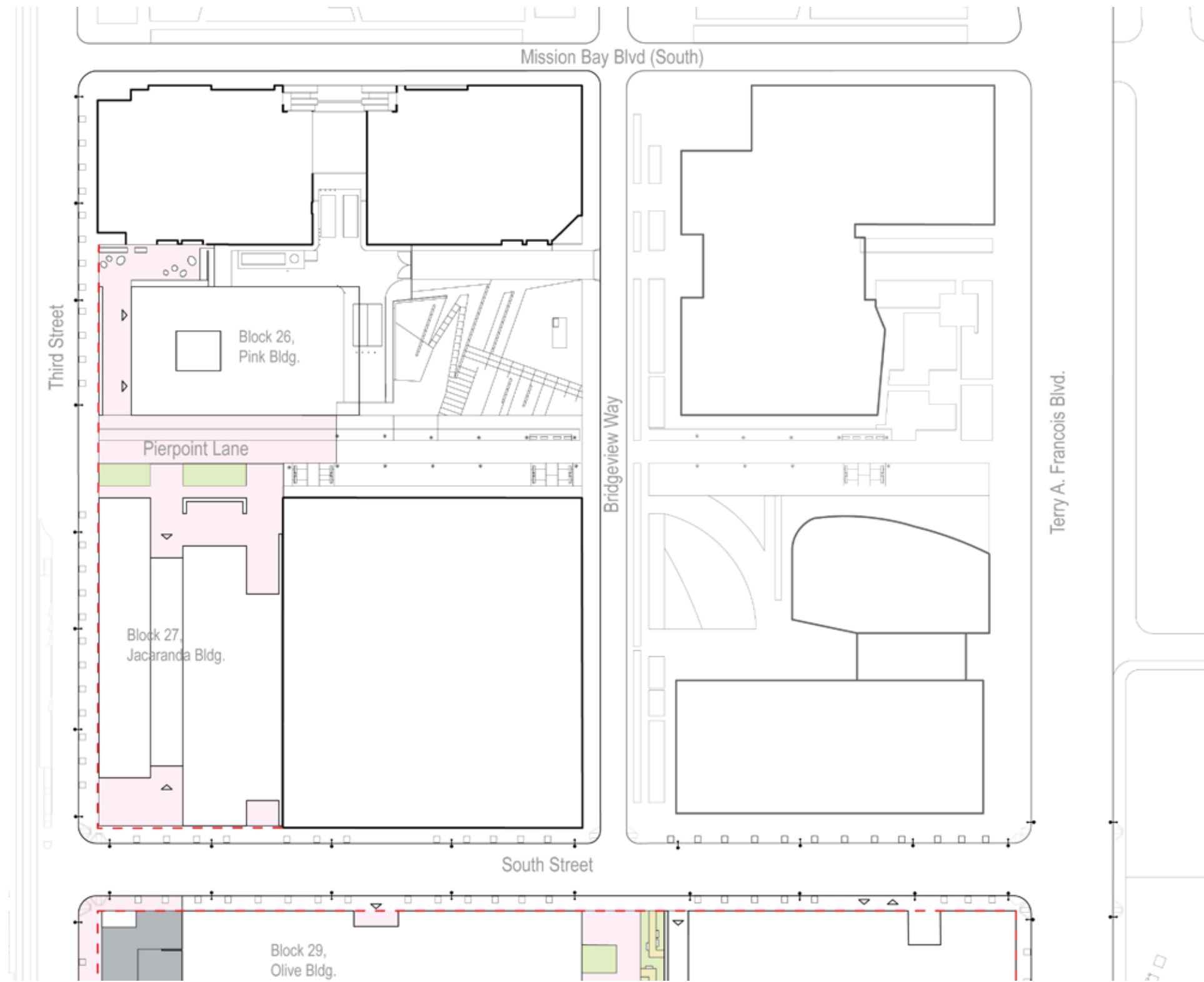


Legend

-  **Washingtonia Robusta**
Mexican Fan Palm
-  **Arbutus 'Marina'**
Arbutus 'Marina'
-  **Ginkgo biloba 'Autumn Gold'**
Ginkgo
-  **Liquidambar styraciflua**
Sweetgum
-  **Melaleuca quinquenervia**
Cajeput Tree



Block Development
Blocks 26 & 27- Site Paving



Legend



Plaza Stone Paving



Circulation Stone Paving



Aggregate Paving



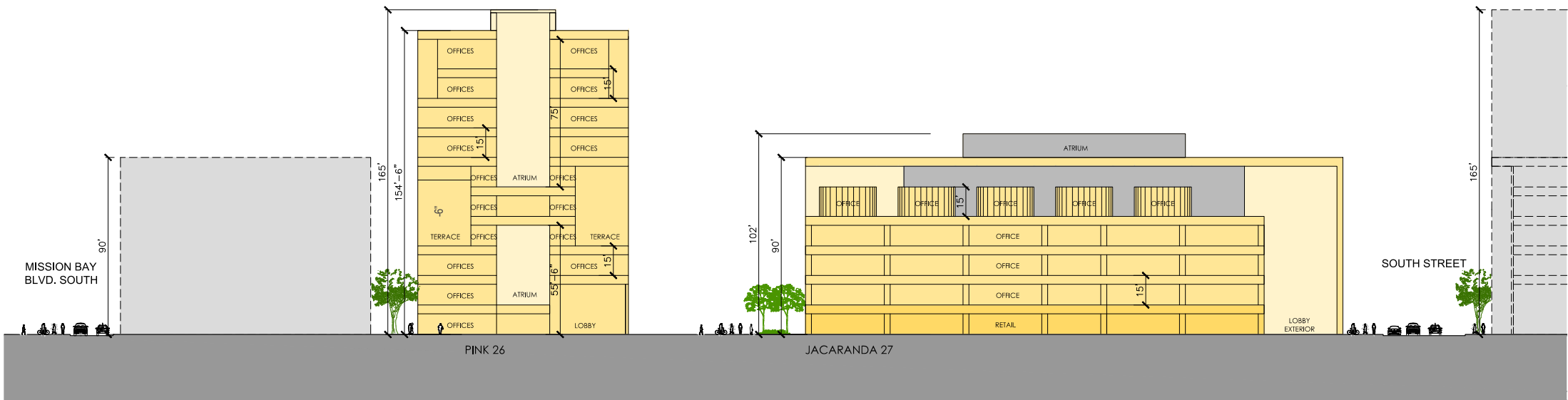
Planting Area



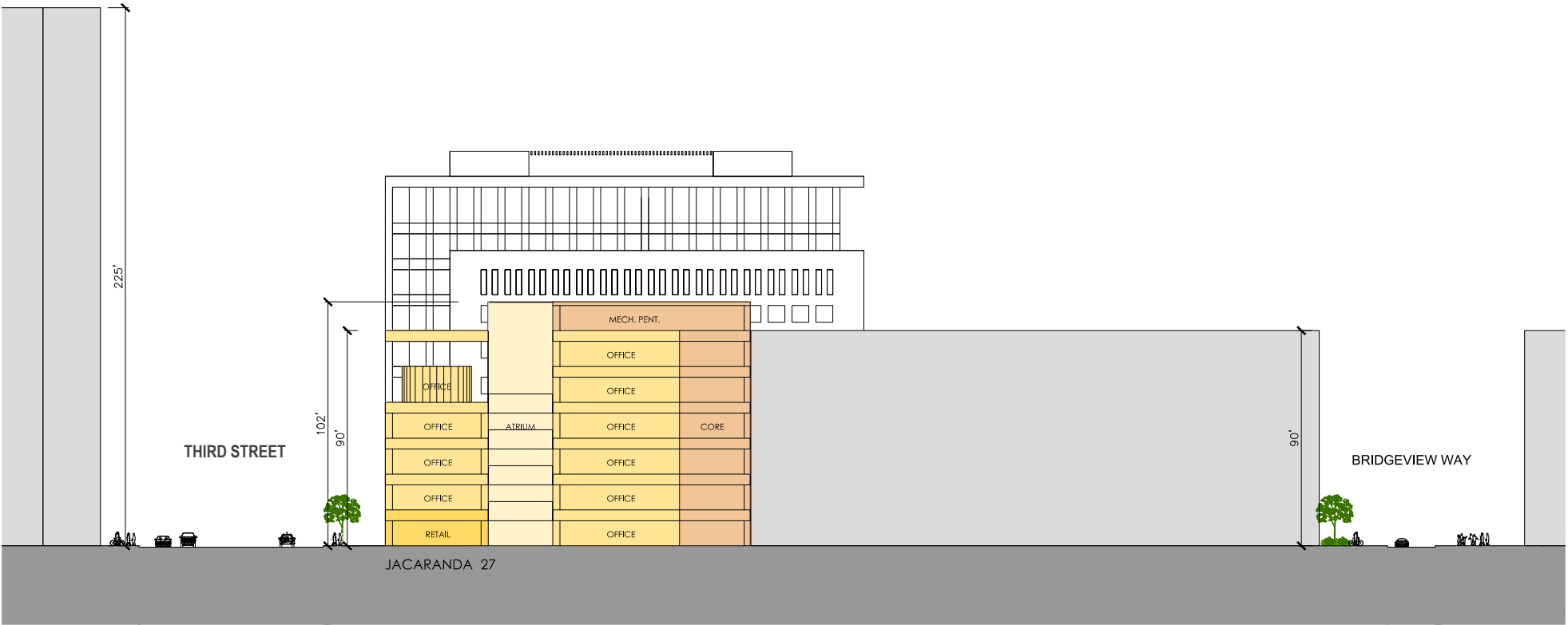
Back of Sidewalk



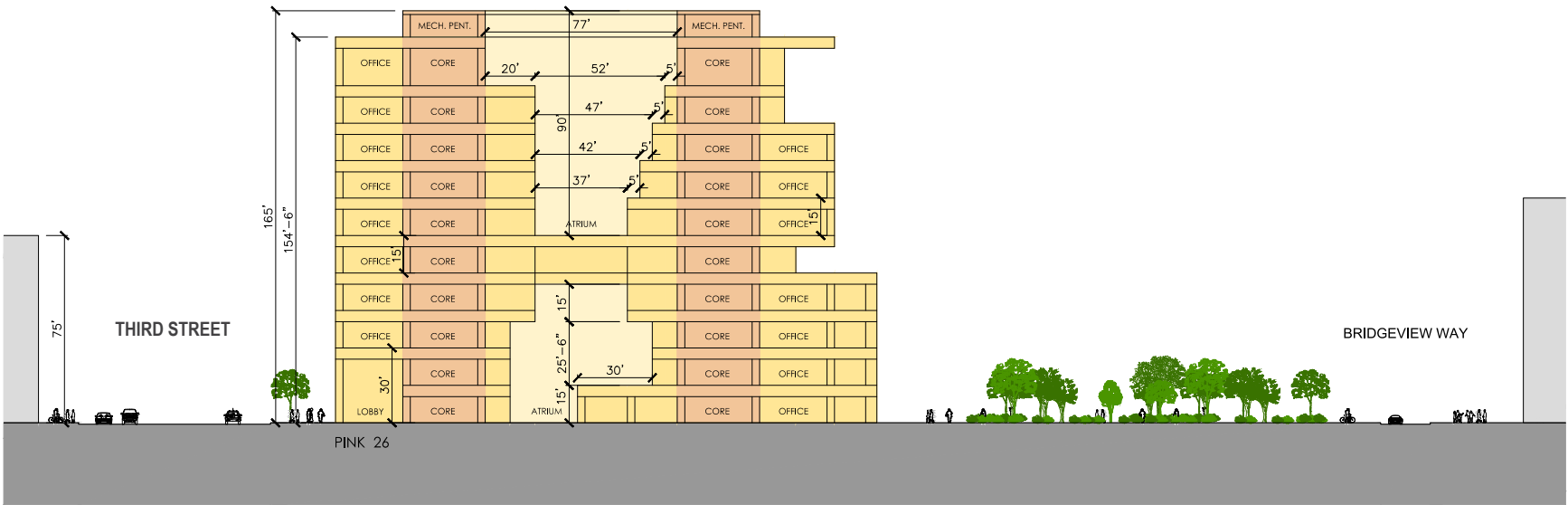
Block Development
Blocks 26 & 27- Building Sections



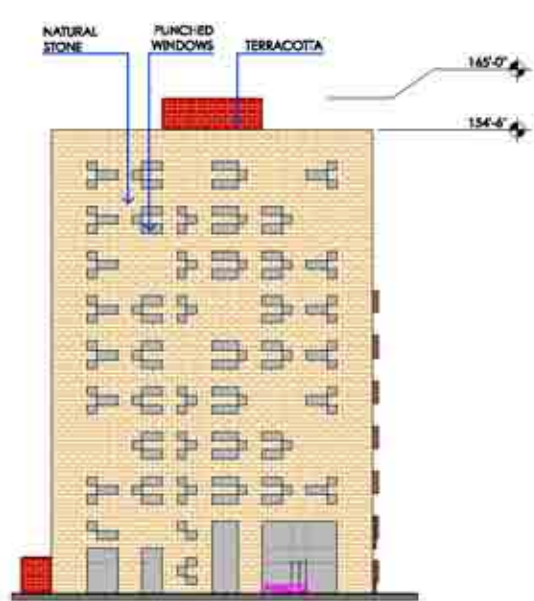
1 - Blocks 26 + 27 - Pink & Jacaranda Buildings-North-South Section



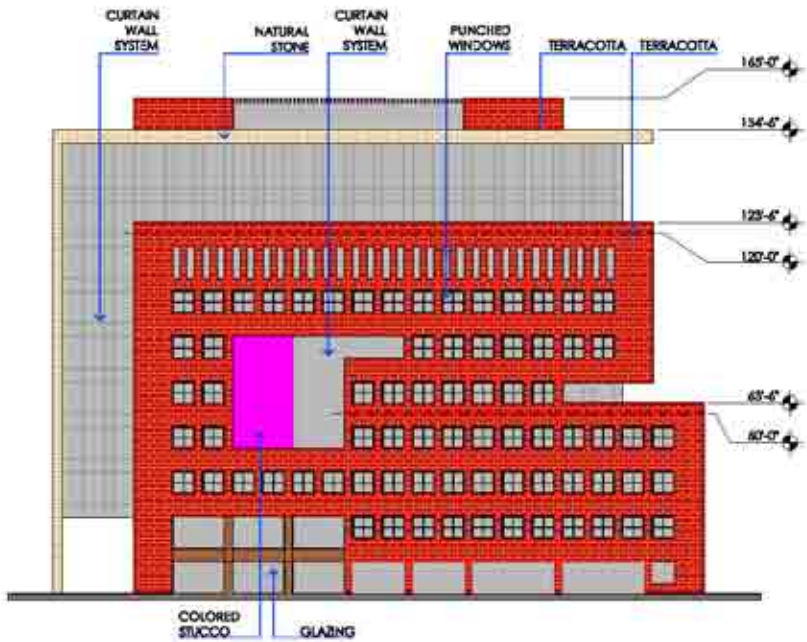
2 - Block 27 - Jacaranda Building-East-West Section



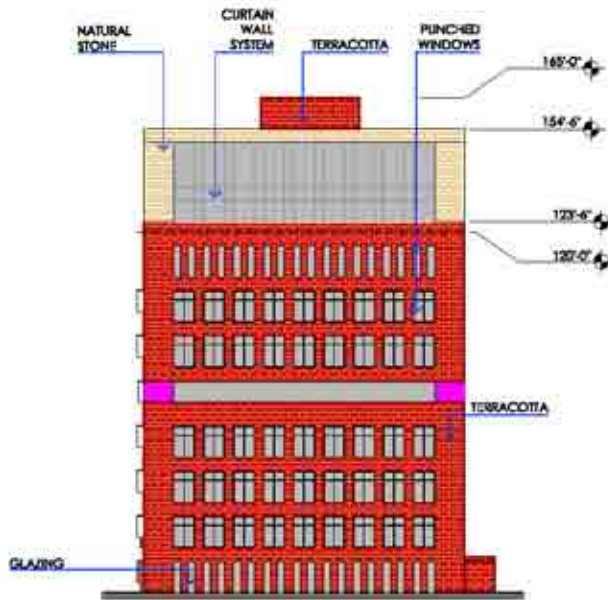
3 - Block 26 - Pink Building-East-West Section



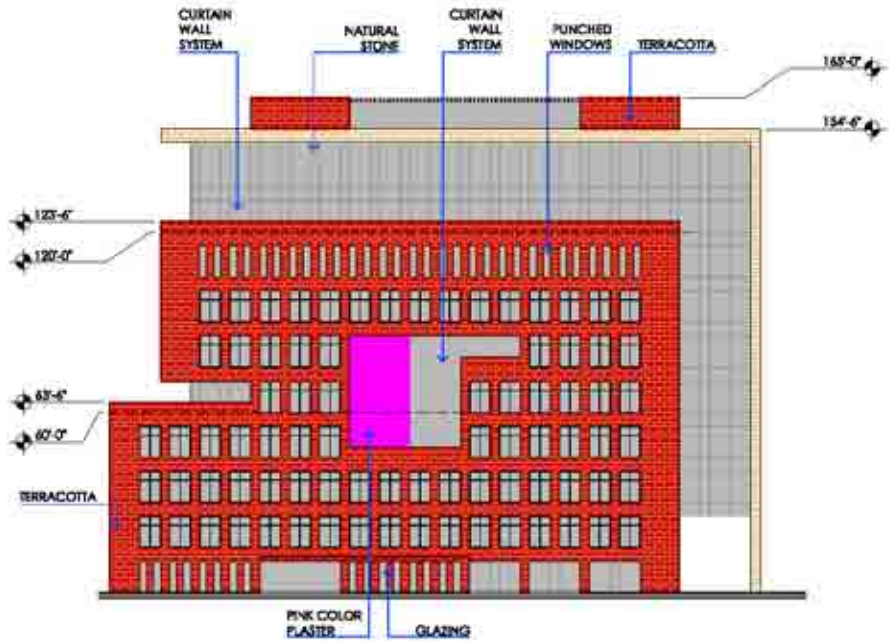
Block 26 - Pink Building -West Elevation -Third Street



Block 26 - Pink Building -South Elevation -Pierpoint Lane

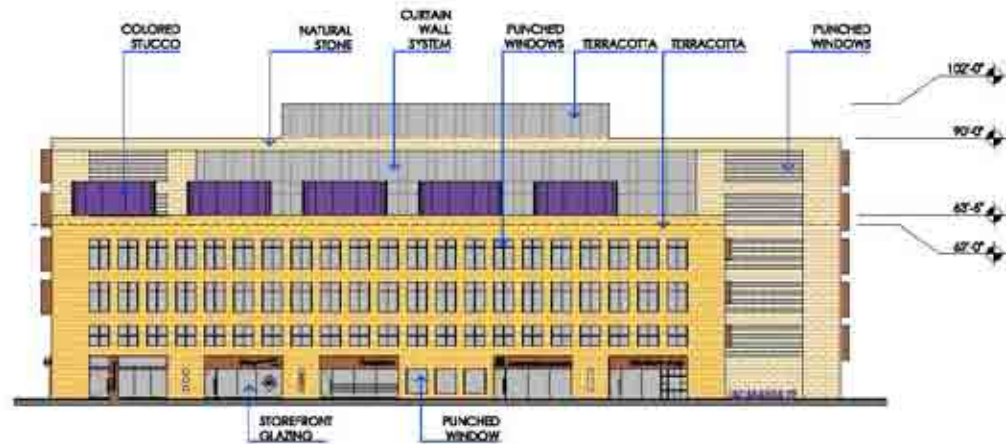


Block 26 - Pink Building -East Elevation

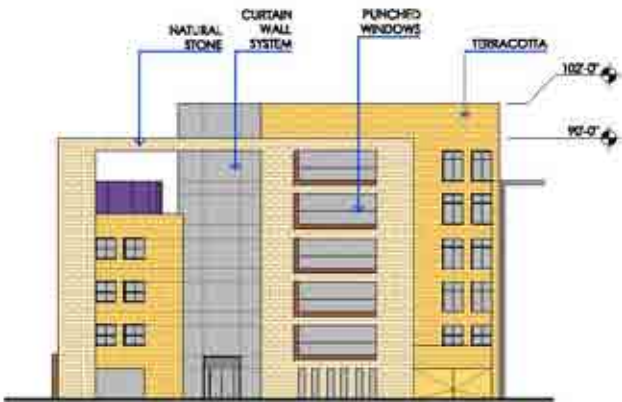


Block 26 - Pink Building -North Elevation

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



Block 27 - Jacaranda Building -West Elevation- Third Street

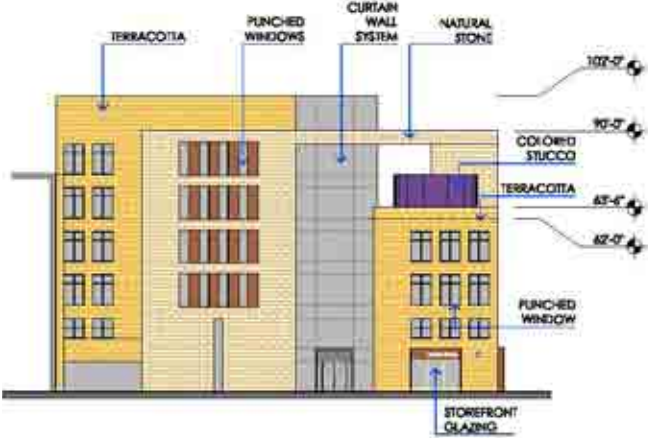


Block 27 - Jacaranda Building -South Elevation



Block 27 - Jacaranda Building -East Elevation

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



Block 27 - Jacarada Building -North Elevation -Pierpoint Lane

Blocks 29-32 Exterior Area

Bounded by Third Street, 16th street, Terry A. Francois Blvd. and South Street, Blocks 29-32 form the core of the salesforce.com headquarters and have several prominent outdoor spaces that will contribute significantly to the user experience and economic vitality within Mission Bay South and the surrounding neighborhoods.

Town Square

At the heart of the salesforce.com headquarters is the Town Square, a dynamic and inviting urban setting at the center of blocks 29, 30, 31 and 32 that will serve both the Mission Bay community and salesforce.com. The Town Square is composed of a series of programmed open spaces that can host intimate, everyday activities, and, all together, can be a setting for larger scale events. A welcoming location for events and public gatherings, the resulting plaza is designed to accommodate a variety of functions throughout the year.

The Town Square will be a unique space within Mission Bay, an urban environment that will contrast with most of the existing and planned Mission Bay open areas that are typically fully vegetated and park like. As such, the Town Square will be a hub of activity and an urban center for the Mission Bay community. It will be planned to allow for a series of activities such as a weekly farmers market, concerts, food trucks, civic events (e.g. public screening of Giants games), major salesforce.com events, and many others.

The Town Square key design elements are the pergola, water features, outdoor electronic screen and surrounding pavilions. The water feature is a dynamic element which can increase or reduce its size depending on the season, activity or time of the day. This feature can modulate the overall scale of the Town Square depending on activities. The paving of the Town Square, particularly the water feature area will have a design developed with an artist, and is envisioned as a mosaic.

Lining the Town Square, the retail areas will provide a range of food services open to both the community and salesforce.com employees. It is important to note that there will not be an employee only cafeteria for salesforce.com, so the lunchtime activity will be focused on the Town Square.

The Town Square is a relatively intimate scale of roughly an acre, 275 feet long by 165 feet wide. For comparison, it is half as long and 1.5 times as wide as South Park in San Francisco, similar in size to the acclaimed Pioneer Courthouse Square in Portland, Oregon, and roughly 1/3rd the size of Union Square in San Francisco. For further reference on how the town square compares to other well known public spaces see Apendix Chapter 6. The Town Square is flanked both by landscape and buildings creating both active edges and smaller spaces within the whole. The design and the combination of elements (water feature, pergola and pavilion) create an ambient intimacy to the space.

To support pedestrian activity in and around the overall plaza area, surrounding building entries will be designed to connect lobby spaces directly to the plaza exterior utilizing pedestrian pathways and a variety of landscaped environments, providing for a range of gathering opportunities while also creating a vegetated backdrop for the more centralized activities.

Pavilions

Within the central open spaces, three pavilion structures are envisioned as habitable sculptural elements, providing for smaller-scale building destinations that support salesforce.com programs during work hours with the added ability to shift purposes and house special events and support select public activities. The design for pavilions at Block 29 (West) and Block 32 (East) are each proposed to be developed with a different artist. The Block 31 (Central) pavilion is directly adjacent to the Town Square and is envisioned to be designed by Legorreta + Legorreta as an integral part of the project architecture. For further details of this process, please refer to the Public Art section in Chapter 3.

The pavilion at Block 29 (West) is intended to be a cafe with no kitchen/food preparation. This is one of a kind space which will serve to welcome visitors arriving from Third Street and provide an all day social hub of the project with outdoor seating surrounding the pavilion.

The pavilion at Block 31 (Central) is envisioned to be composed of flexible multi-purpose space(s). The structure design will be fully integrated with both the surrounding architecture and an adjacent water feature and the outdoor electronic screen, all functioning as activating elements within the Town Square.

The pavilion at Block 32 (East) will primarily house a small group meeting. Like the West pavilion, it is proposed that the design for this structure be led by an artist with a special emphasis on the surrounding landscape and adjacent exterior Childcare play area.

Pylons

A unique feature within the proposed Town Square plan is the inclusion of two vertical pylons that mark the entrance or approach to the Plaza. It is planned that the pylons will be clad with a red-hued stone, each measuring approximately 7' x 20' x 160' high. Located mid-block at Third Street and Terry A. Francois Blvd, these pylons are inspired by the history and characteristic patterns found along the San Francisco waterfront. Following the precedents set by buildings such as Hills Brothers and the Ferry Building, the pylons are envisioned as tall, slim tower elements that reinforce the waterfront skyline while also signaling the presence of a community gathering place along the water's edge. Within the Mission Bay development, the pylons will support an emerging pattern of vertical elements in public spaces. Located on the UCSF campus, the existing Community Center tower and the Richard Serra sculptures have initiated a visual language that links vertical elements with public spaces. This language will be further strengthened and articulated with the continued path of vertical pylon markers. Consistent with the Mission Bay South D4D, the pylons will visually strengthen sightlines across the site, linking view corridors to plazas, interior parks and the bay waterfront beyond.

At this time, the design team is also investigating opportunities to integrate sustainability measures into the pylon structures. Promising directions for the potential use of these towers include site water-feature supply/storage, site-wide technology sharing and small-scale site-related energy production.



Looking East from Third Street at Blocks 29 and 31

Outdoor Electronic Screen

The electronic screen located immediately adjacent to the Block 31 pavilion will be approximately 30' by 22', utilizing a standard [4:3] / [16:9] aspect ratio. Salesforce.com intends to use the electronic screen for entertainment and informational purposes for the benefit of the San Francisco, Mission Bay and salesforce.com communities. For example, displays could include works of art, movie nights, simulcasts of major sporting, news and political events, and localized viewing of off-site and important company events (e.g. Dreamforce keynote speakers). Salesforce.com seeks the Agency's input as to the operational guidelines appropriate to avoid neighborhood light and noise concerns as well as the process for approving community use of the electronic screen.

Bridge

For purposes of safety, security and required functional operations, a pedestrian bridge is proposed to connect buildings across the Vara between Block 31 and Block 32 (1-story). This element is set back between buildings and away from plaza façade elevations. The pedestrian bridge is planned at a height to allow emergency vehicle access to pass below and through the Vara. As part of the overall goal to intensify and visually activate the plaza user experience, the bridge will be designed to enhance and frame plaza and street level pedestrian views. Activity within the bridge element, including circulation and meeting spaces, will be revealed through openings and perforations in the bridge enclosure envelope. In subsequent design phases, all aspects of the bridge element will be developed and detailed to float effortlessly over the exterior plaza-level pedestrian areas without disrupting the public realm.

A further description of exterior space design concepts for Blocks 29-32 can be found in Chapter 2 - Urban Design Approach and in Chapter 3- Open Space & Landscape.

Block 29- Olive Building

Located on the corner of South Street and Third Street, this building will clearly articulate its role as the primary “entry” to the salesforce.com headquarters. The overall building mass is composed of a 10-story tower at the east and a 6-story mid-rise structure that steps down to 4-stories for the Third Street elevation. As a common unifying element, seen in several of the other proposed buildings, the Olive Building has a perforated folded roof/canopy plane that runs from north to south. This folded plane is supported in its southern end by a monumental column that runs 6 stories high. Under this canopy, a covered entry plaza is organized in front of the main entrance to the building where a steel plate entry element frames views into the building main lobby.

Overall, the ground floor lobby space is accessed through 3 separate entries, the main entrance facing Third Street underneath the central atrium, an entrance facing the Town Square and an entrance opening directly to South Street. A ground-floor public showroom for salesforce.com events will be located at the plaza level and accessed directly from the main lobby. The building’s program is primarily composed of office space, restaurant/retail facing the Town Square and exterior terraces on the upper floors.

The exterior skin is envisioned as a combination of curtain wall and punched windows working in concert with a terracotta screen façade system. Different compositions of these materials will assist in breaking the overall massing of the building, helping to further emphasize the folded stone-clad plane as the primary gesture to define the building architecture. Double height spaces on the ground-floor and upper-level terraces will provide a variety of building elevation conditions that further enrich the building massing and spark visual interest for drivers and pedestrians passing by.

Block 30- Purple Building

The Purple Building is sited on the corner of South Street and Terry A. Francois Blvd., bestowed with spectacular views of the waterfront area. The primary development on Block 30 is composed by two distinct six story structures, one on the northern half of the block, the other to the southern half. Both building structures share an open exterior courtyard space that is topped by a pergola. The overall massing of the building is scaled down by creating 2 distinct bodies that each relate to the surrounding built environment in different ways.

The 6-story southern building is accessed from the west with a lobby entrance that faces the Town Square. This building primarily accommodates office space, but also includes a ground floor area designated for a destination dining restaurant tenant. Following the precedent at Block 29, a stone-clad folded plane emerges from the ground from the west side and turns east to form the top roof plane. The inverted L-shape roof shelters an exterior vegetated open terrace that runs along the 5th floor’s southern and eastern façades. The exterior building skin builds on the proposed material palette described earlier for Block 29; a further combination of curtain wall and punched windows working in concert with a terracotta screen façade system.

The northern waterfront building is primarily composed of a multi-story employee fitness center. To enter the fitness area, the fitness building lobby is accessed from an east facing main entry plaza. On the top floor of the fitness center, an outdoor swimming pool and recreation terrace tops the building, screened by a purple lattice metal skin that wraps all floors of the building. The intricate purple screen and facade will provide an increased level of visual interest and architectural detail to this highly visible and prominent corner building location.

The interior northern building will serve as a garage structure with parking distributed across two below-grade and nine above-grade levels. Street level access into the garage for both automobiles and pedestrians is limited to a single point of entry from South Street. The parking structure elevations have been treated with special care and attention to provide for a terracotta skin that conceals the vehicles while still providing a ventilated façade. These parking structure elevations follow the building’s general character and texture to further complement the overall composition of the façade.

Block 31- Blue Building

The Blue Building is located on the corner of Third Street and 16th Street. The overall building mass is composed of a 10-story tower at the located at the south-west corner that steps down to a 6-story mid-rise structure that overlooks the waterfront, Town Square, the Yellow building at Block 32 and south to 16th Street. Its primary program is a mixture of office space functions and a combination of retail and restaurant tenant spaces along Third Street and facing the Town Square.

The tower on Block 31, located at the corner of Third Street and 16th Street, is clad in a terracotta screen facade system and organizes its fenestration with a regular and rhythmic module. At periodic locations across the tower elevations, 2-story openings with blue accented cladding are located to break the regularity of the fenestration and create visual interest around the resulting exterior terraces. Across the main body of the mid-rise structure, full-height areas of curtain wall signal building entrances and help compose the terracotta screen façade into smaller masses while revealing large, active areas of office space to the building exterior.

The main entrance to the building on Block 31 is located on Third Street, made apparent by a double-height glazed entry facade. Secondary entrances are located on 16th Street and from the Town Square. All entrances are inter-connected through to a common lobby that leads to a basement level Auditorium and to the east portion of the building which is exclusively to office space at plaza level. Overall, the Jacaranda Building interior spaces are organized around two separate interior courtyards, each of which are 6 stories high and provide for natural light and visual connection to the office space. Vegetated terraces are located on all four sides of the building, extending onto the top of the enclosed bridge structure that makes a connection with Block 32.

Block 32- Yellow Building

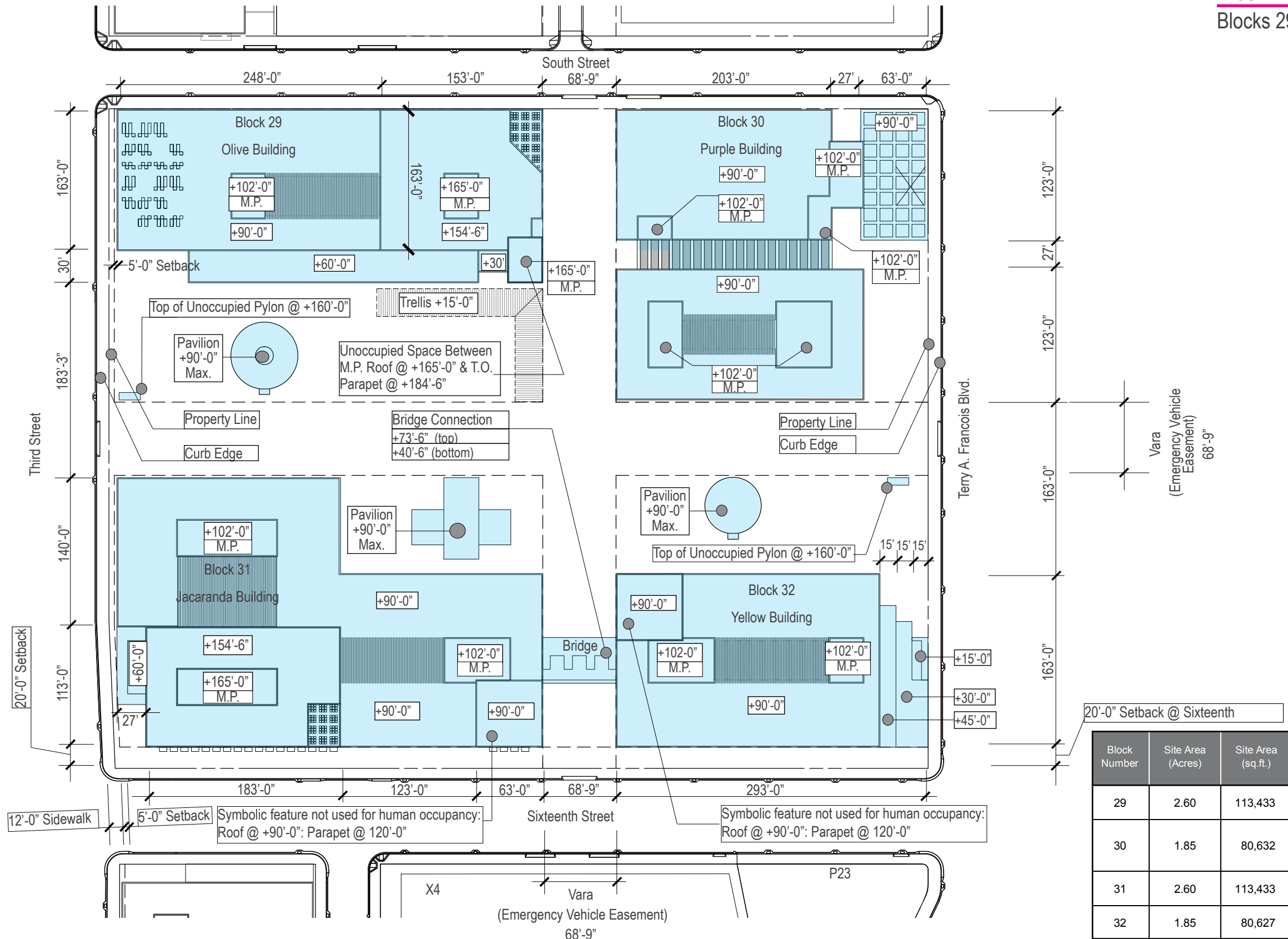
Located on the corner of 16th Street and Terry A. Francois Blvd, this is the smallest of the four buildings that surround the Town Square. At the east, the 6-story building mass rhythmically steps down to the waterfront creating a series of outdoor terraces. Providing an enriching visual contrast to the other Town Square buildings, this building’s darker-hued Terracotta façade forms a series of stepped masses that acknowledge the character and profile of the adjacent building at Block X4. This building supports a program of mixed office space functions with a restaurant tenant spaces located at the north-east corner of the building at the ground floor to activate daytime pedestrian activity in the waterfront plaza. A childcare center is planned within the west half of the ground floor level with primary drop-off/pick-up activity directed towards 16th street.

Building entrances open directly to the interior east-west Vara and to 16th Street, both highlighted by a glass curtain wall skin that runs vertically all the way from grade to the 6th floor, dividing the building’s terracotta façade into east and west masses. The double-height, ground floor lobby from 16th street passes through the building to the opposing entrance that connects users to the Town Square, adjacent pavilion and landscaped Vara area. The Yellow Building is in many ways a different character. Consistent with its waterfront location, the Yellow Building seeks open up to the bay views and neighboring park. Level 5 hosts a vegetated terrace that surrounds all four sides of the building and creates a visual base for the floor-to-ceiling curtain wall exterior skin that encloses levels 5 and 6. The overall lower, mid-rise character of this building is set back from the visual axis that emanates from the Town Square out towards the waterfront, providing for increased views and solar access

Block Development
Blocks 29, 30, 31, 32- Site Plan, Land Use plan



Block Development
Blocks 29, 30, 31, 32- Heights, Projections, Setbacks



Legend

Major Phase Development

Property Line

+102'-0"

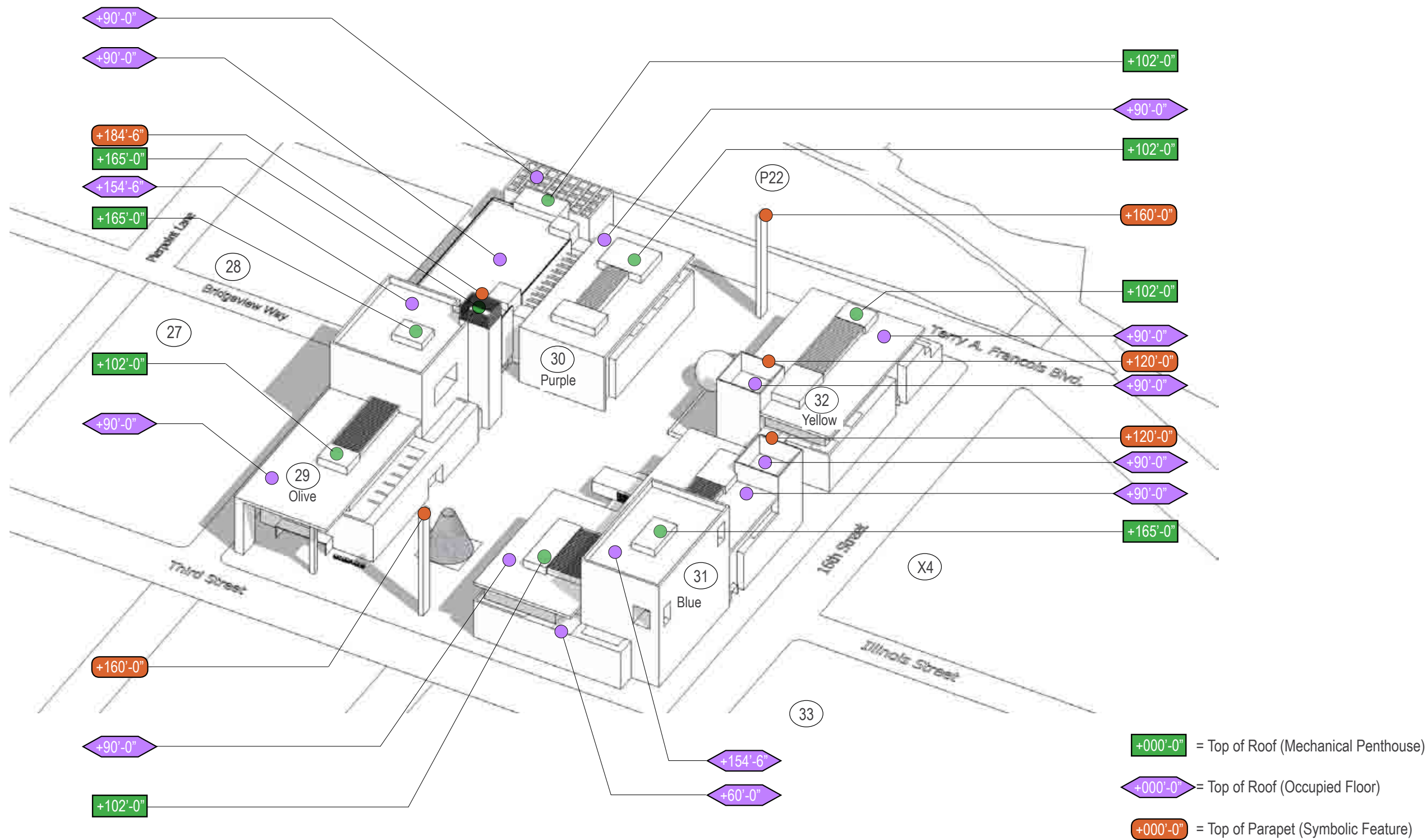
Building Height

[M.P.]

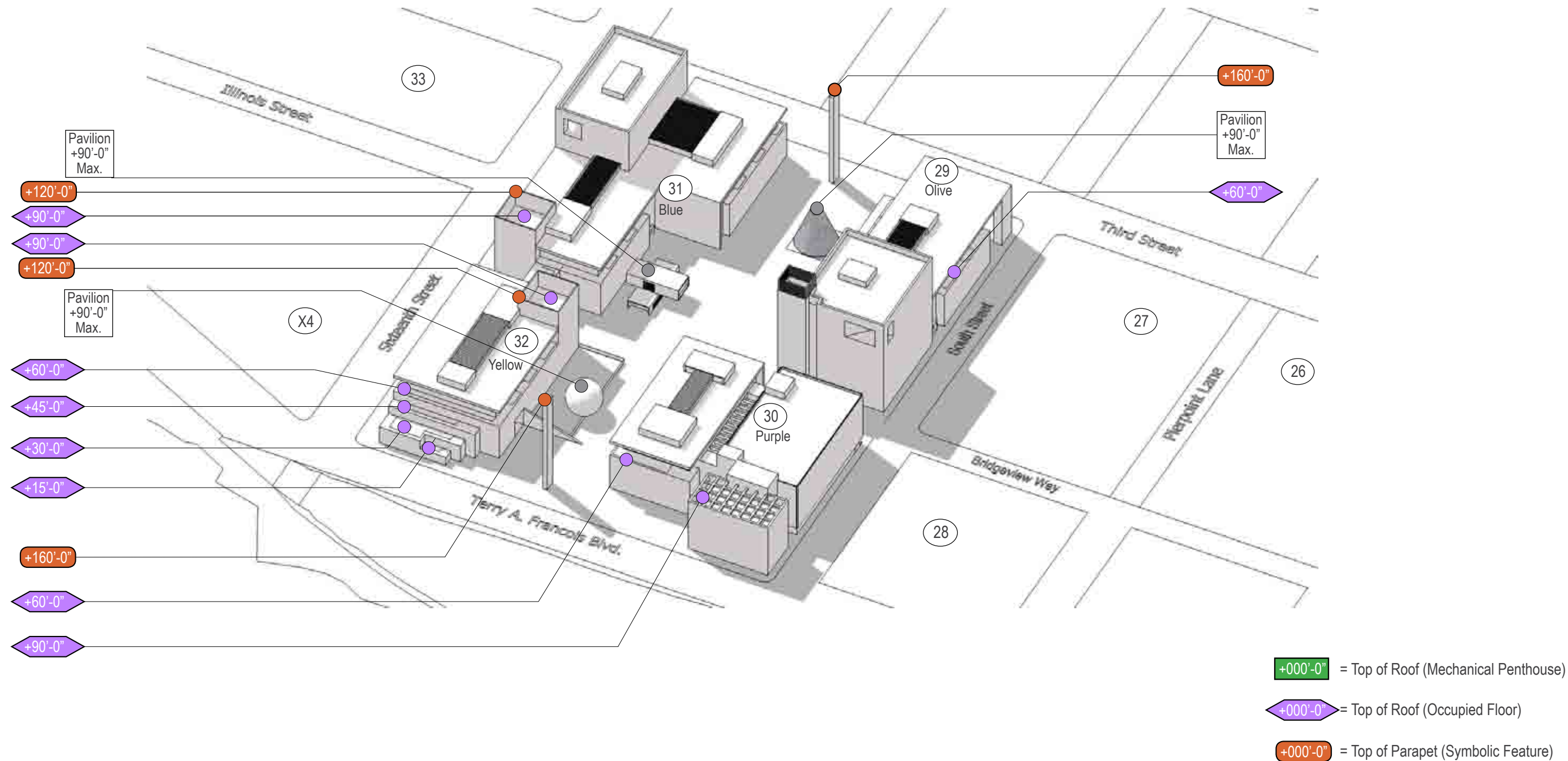
Mechanical Penthouse

Note:
Required Setbacks: 5'-0" West Side Third Street
20'-0" North Side 16th
20'-0" North Side Mariposa



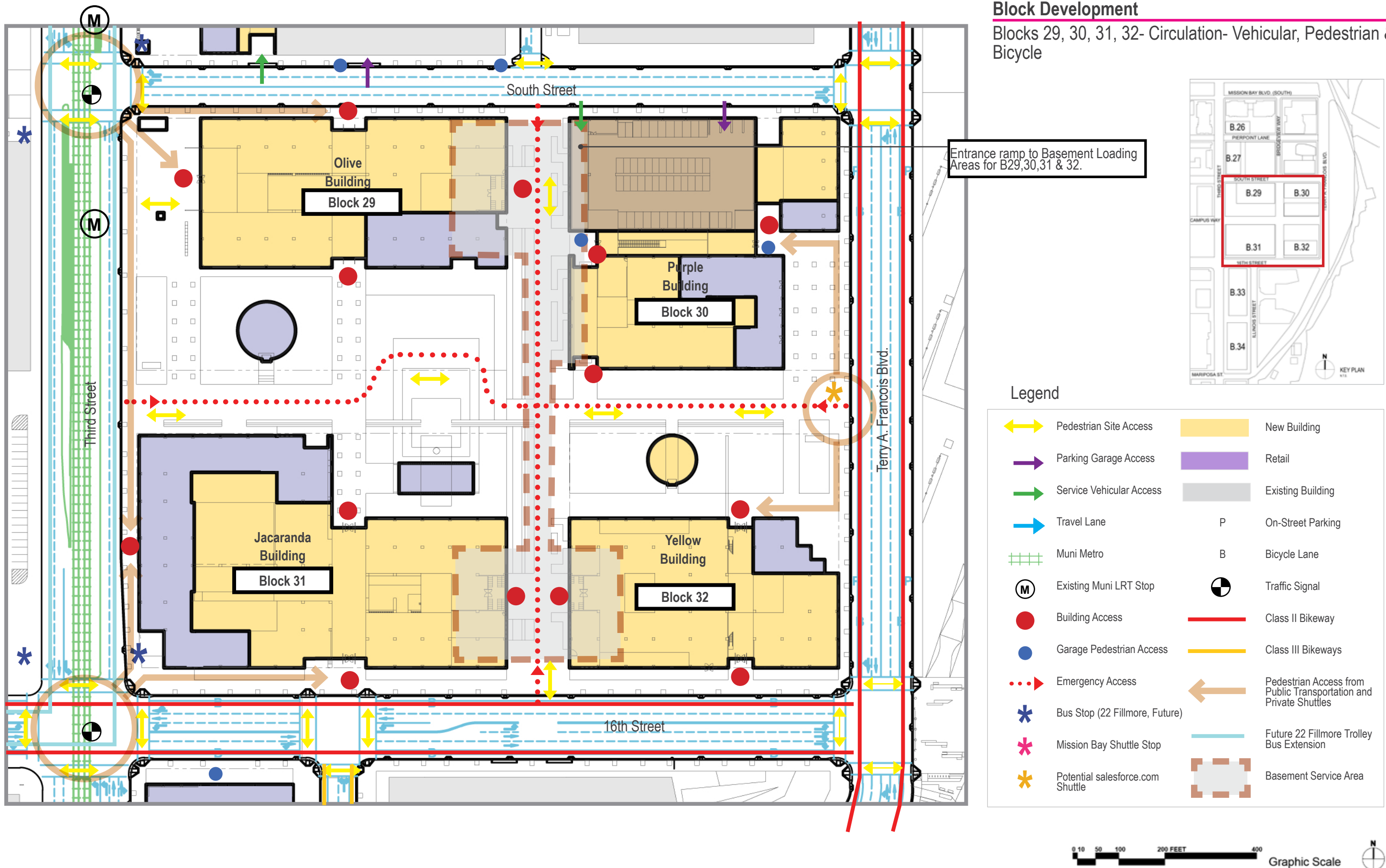


Blocks 29, 30, 31 & 32 - (Olive, Purple, Yellow & Blue Buildings) -View from South-west

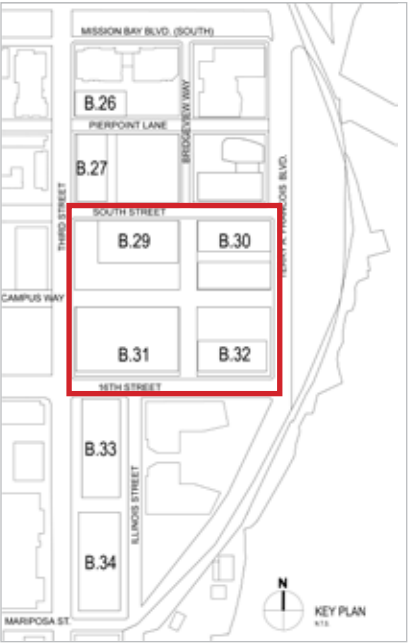


Blocks 29, 30, 31 & 32 - (Olive, Purple, Yellow & Blue Buildings) - View from North-west

Block Development Blocks 29, 30, 31, 32- Circulation- Vehicular, Pedestrian & Bicycle



Block Development Blocks 29, 30, 31, 32, 33- Basement Planning



Legend

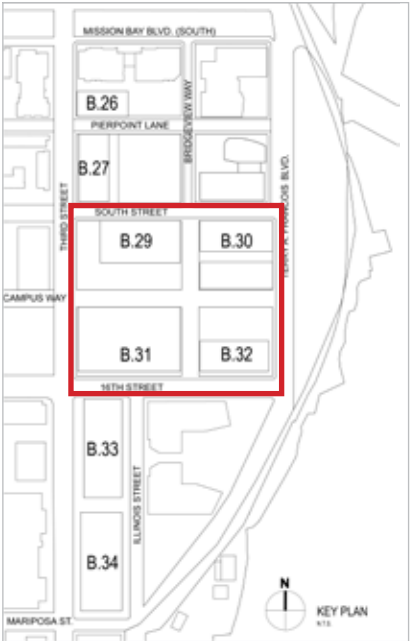
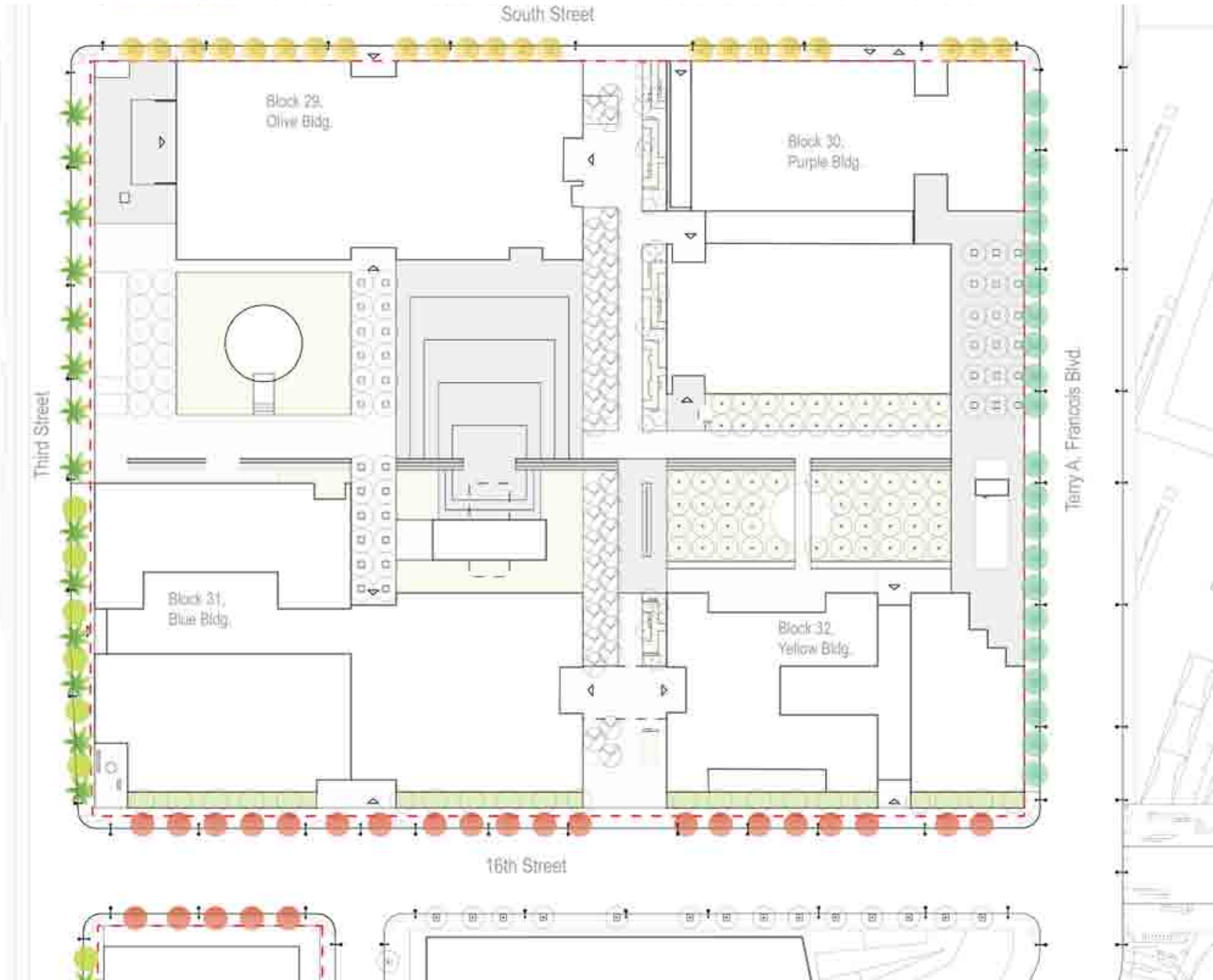
	Truck/Service Vehicle Access & Circulation
	Lobby
	Core
	Service
	Parking

*For the purposes of formatting, this plan is rotated to fit the page.



Block Development

Blocks 29, 30, 31, 32- Streetscape Tree Planning



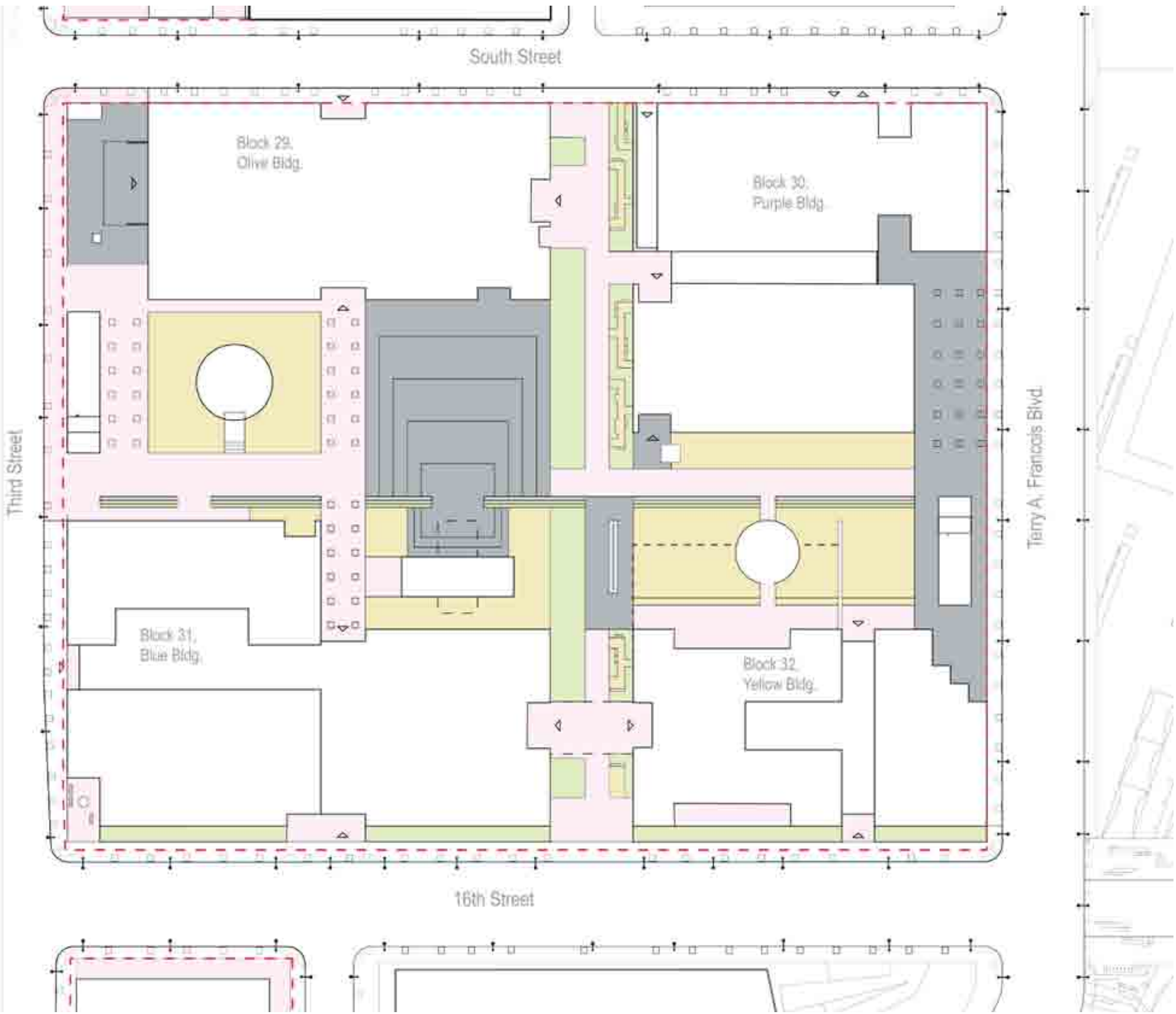
Legend

-  **Washingtonia Robusta**
Mexican Fan Palm
-  **Arbutus 'Marina'**
Arbutus 'Marina'
-  **Ginkgo biloba 'Autumn Gold'**
Ginkgo
-  **Liquidambar styraciflua**
Sweetgum
-  **Melaleuca quinquenervia**
Cajeput Tree
-  **Linear gardens**



Block Development

Blocks 29, 30, 31, 32- Site Paving



Legend



Plaza Stone Paving



Circulation Stone Paving



Aggregate Paving

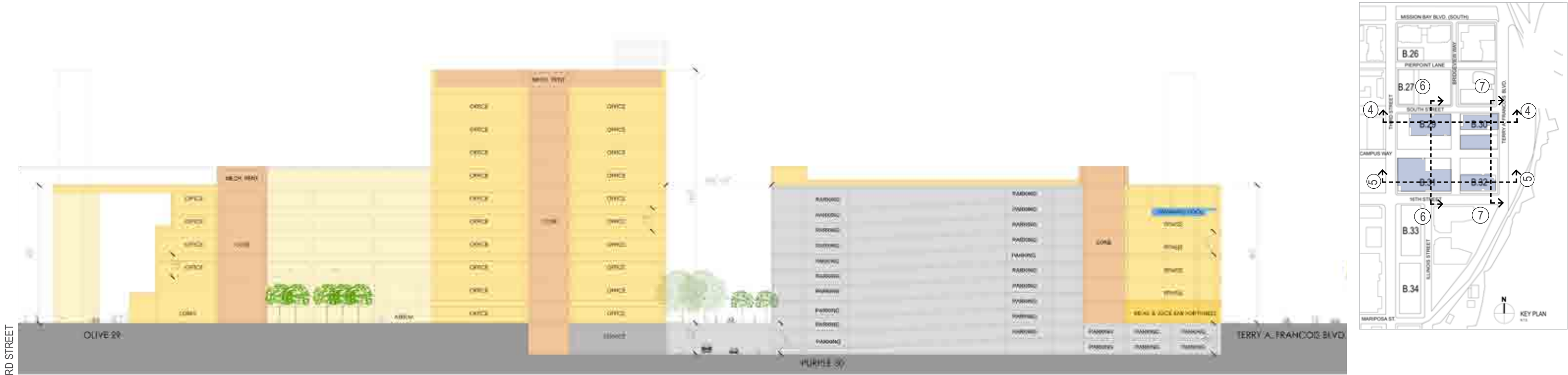


Planting Area

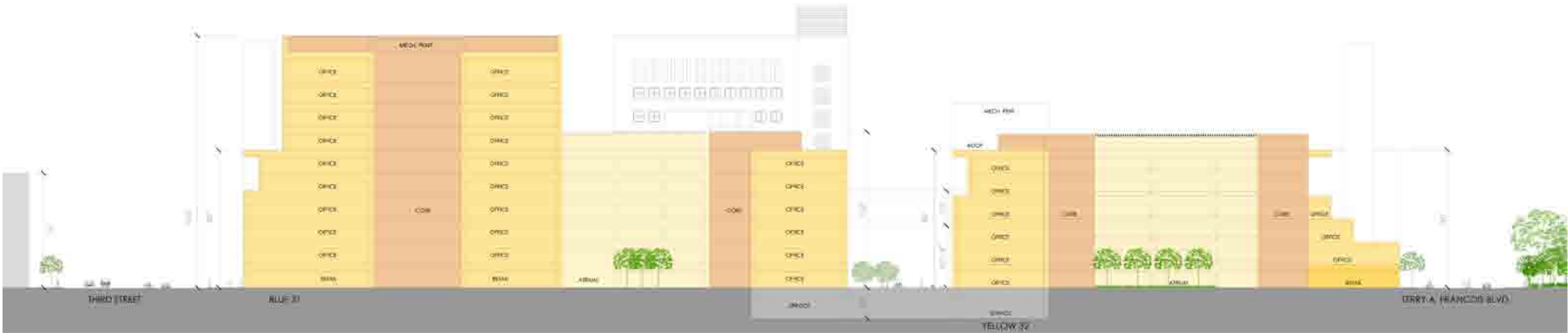


Back of Sidewalk

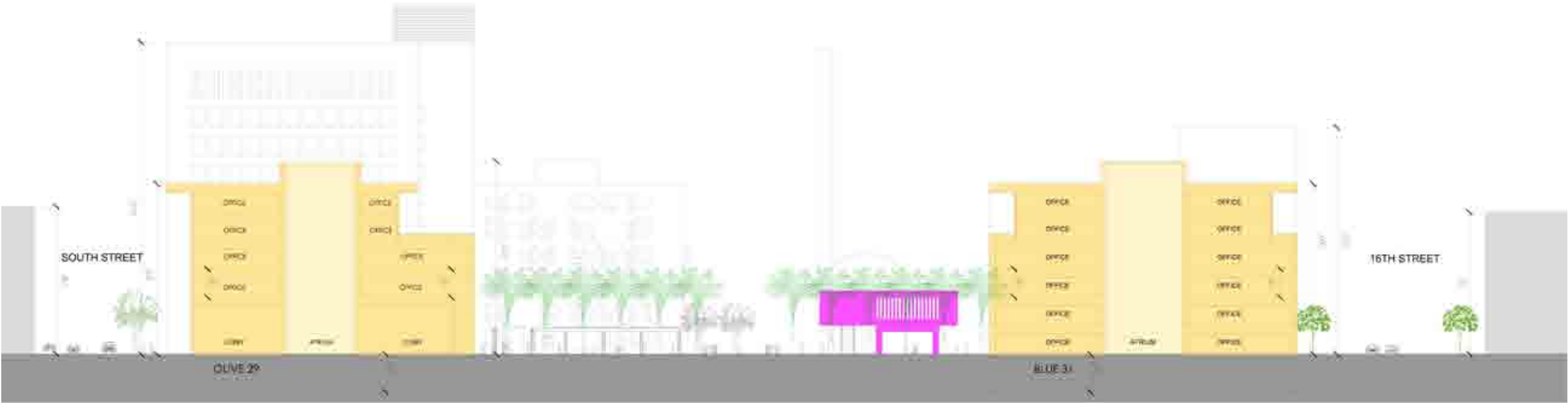




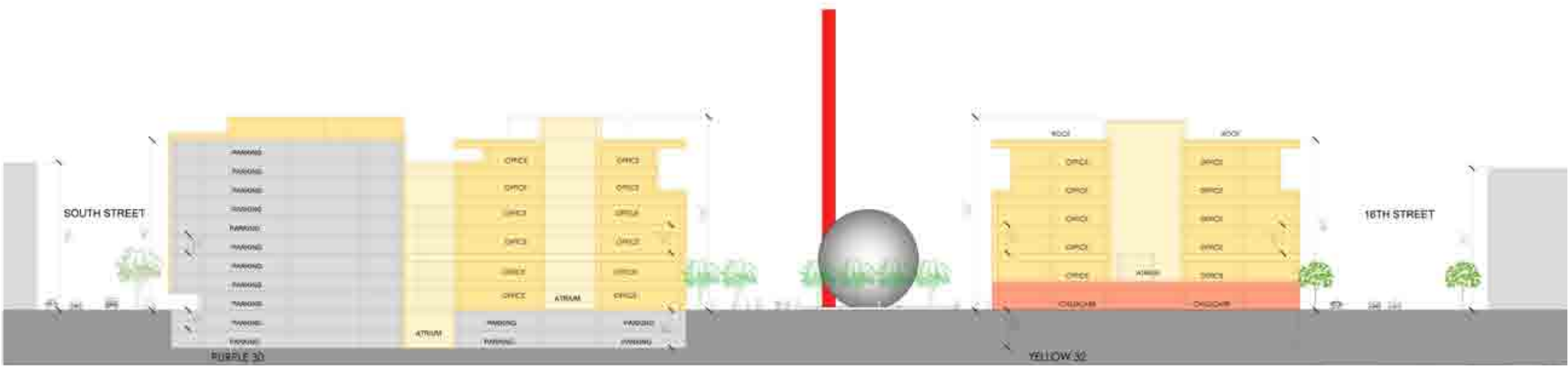
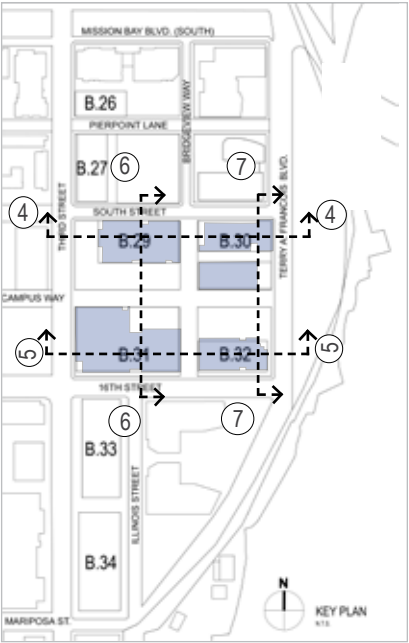
4- Blocks 29 +30 - Olive & Purple Buildings-East-West Section



5- Blocks 31 +32 - Jacaranda & Yellow Buildings-East-West Section



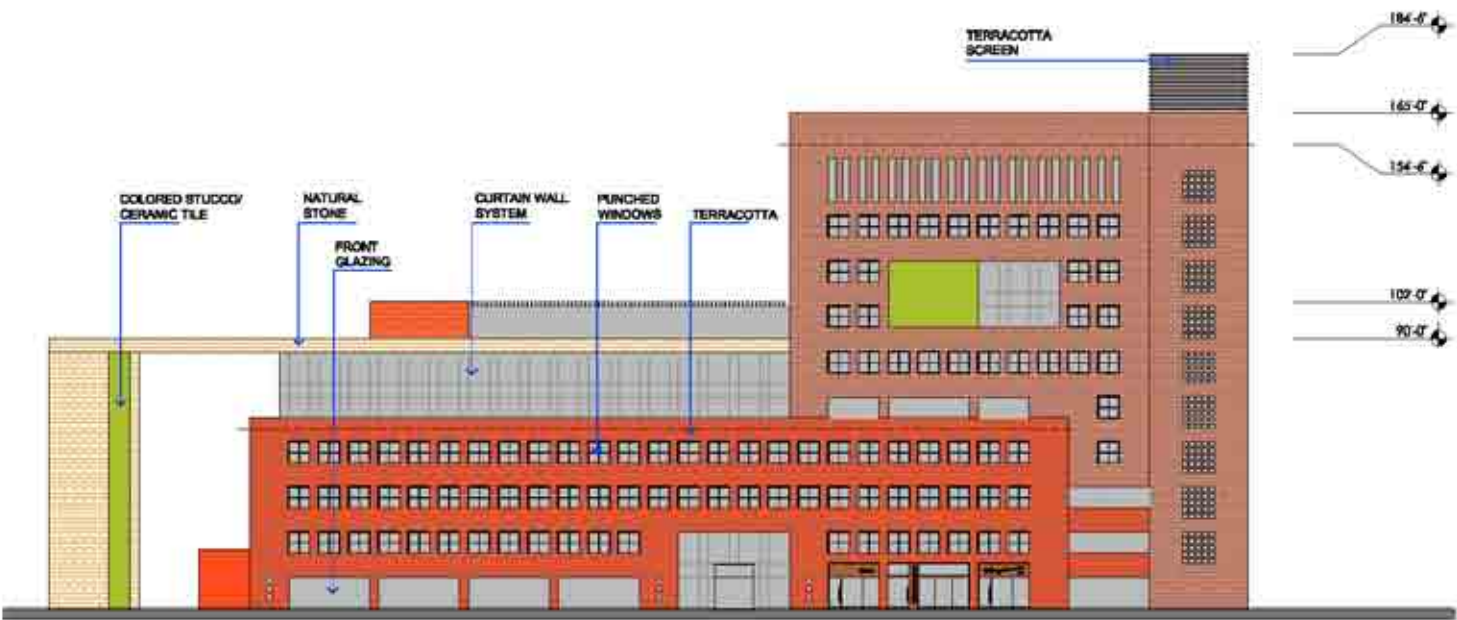
6-Blocks 29 +31 - Olive & Jacaranda Buildings- North-South Section



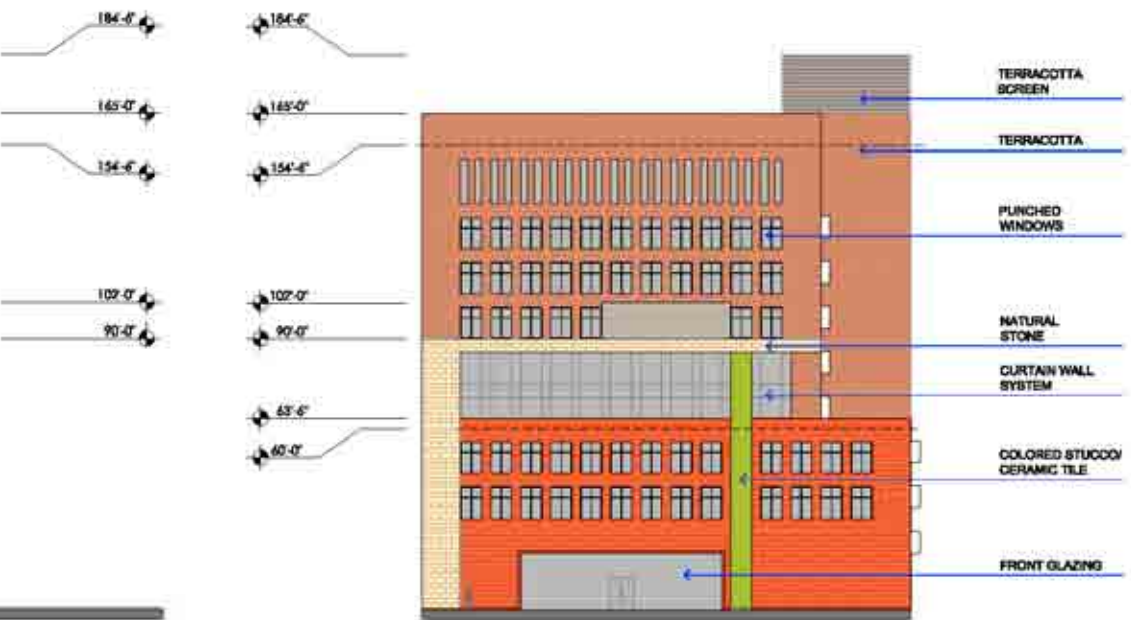
7- Blocks 30 +32 - Purple & Yellow Buildings-North-South Section

Block Development

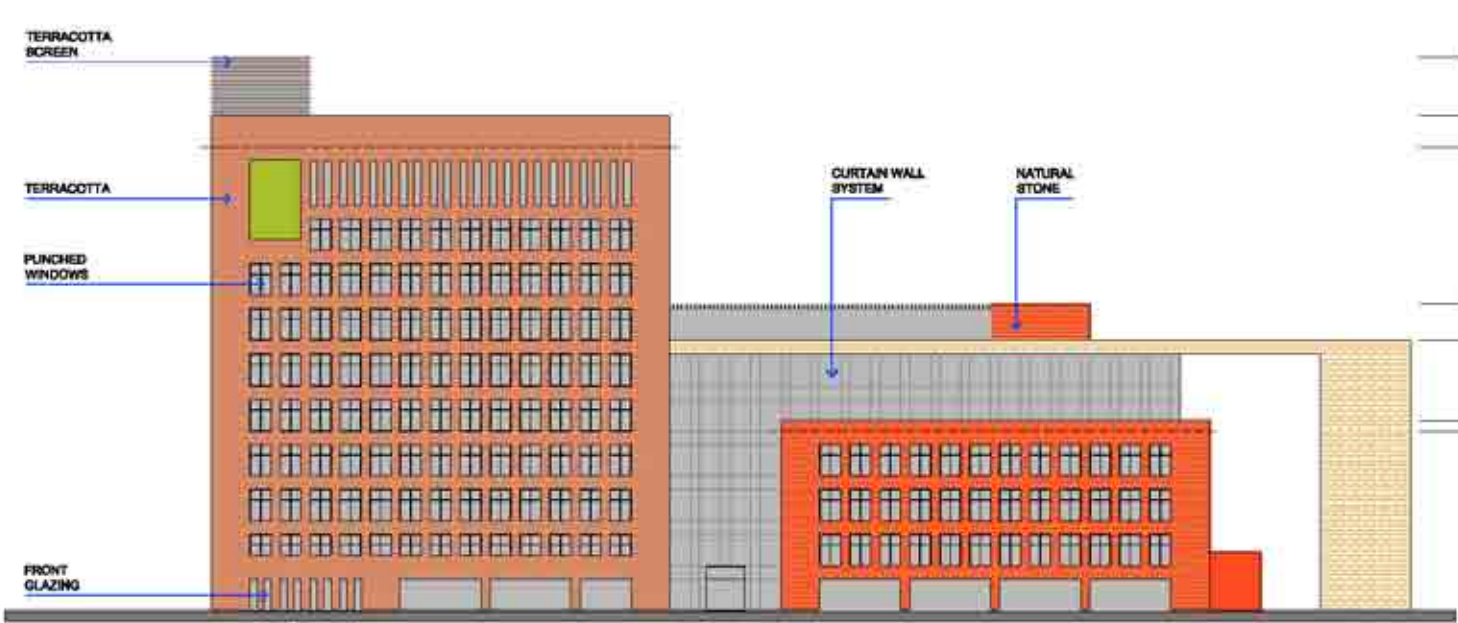
Building Elevations - Block 29 - Olive Building



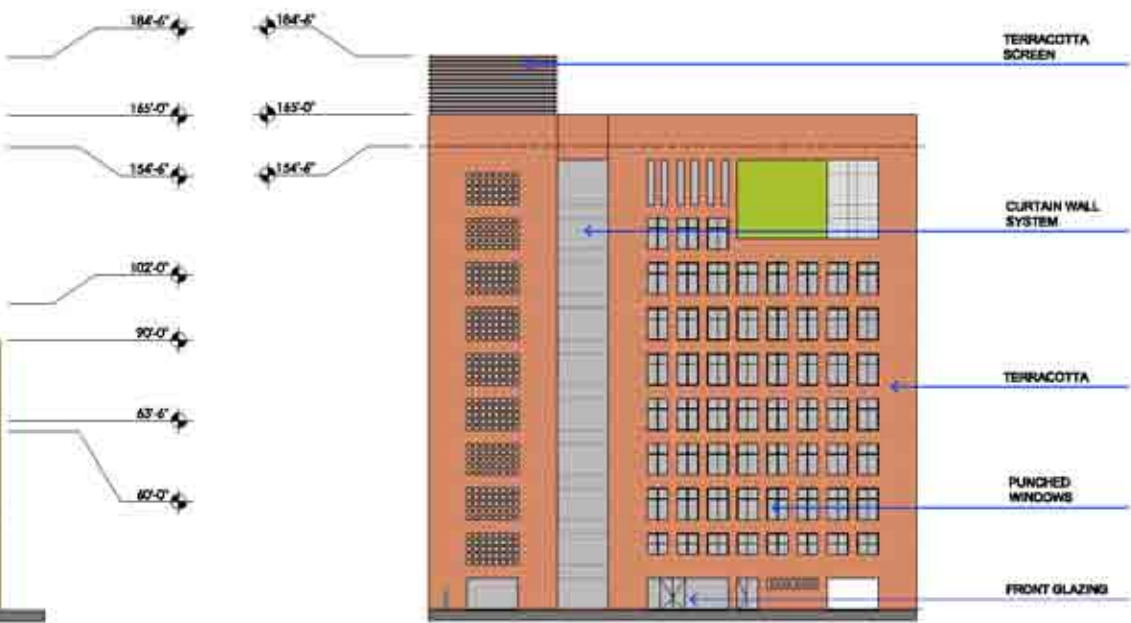
Block 29- Olive Building-South Elevation



Block 29- Olive Building West Elevation: Third Street



Block 29- Olive Building North Elevation: South Street

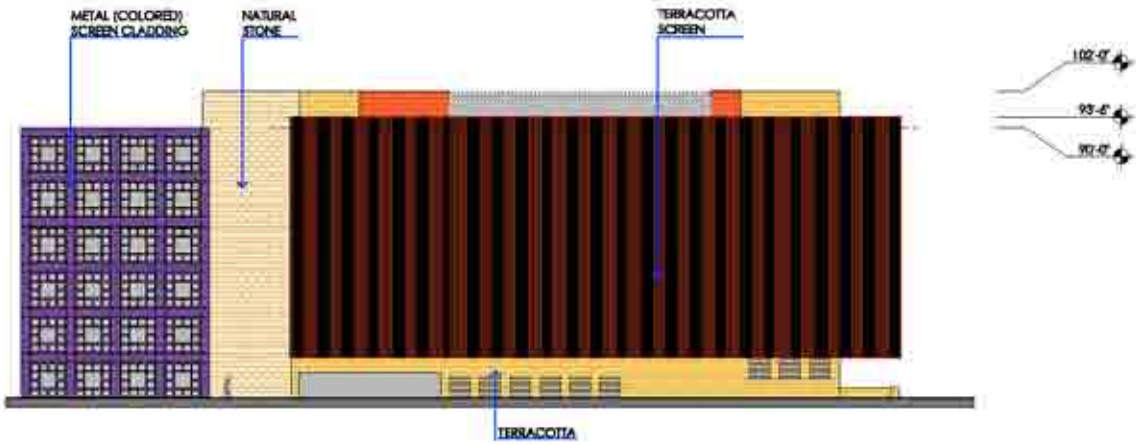


Block 29- Olive Building East Elevation

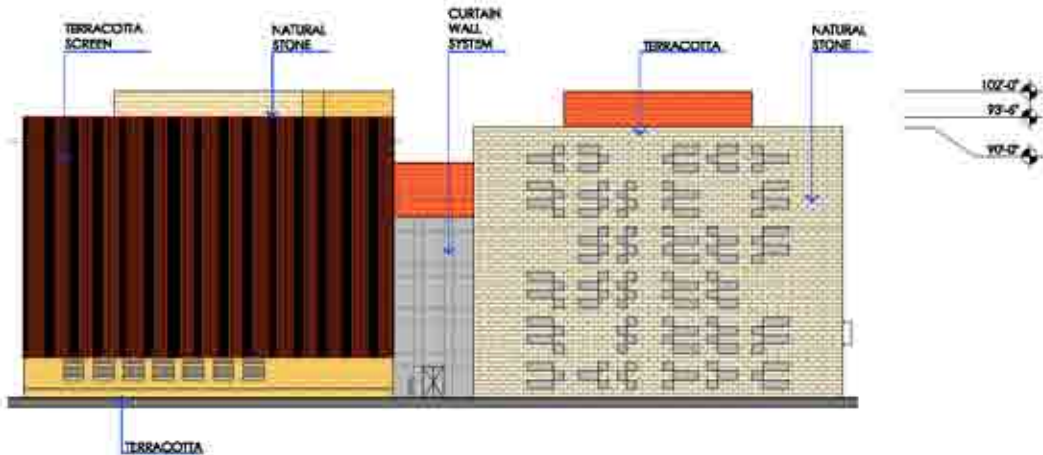
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.

Block Development

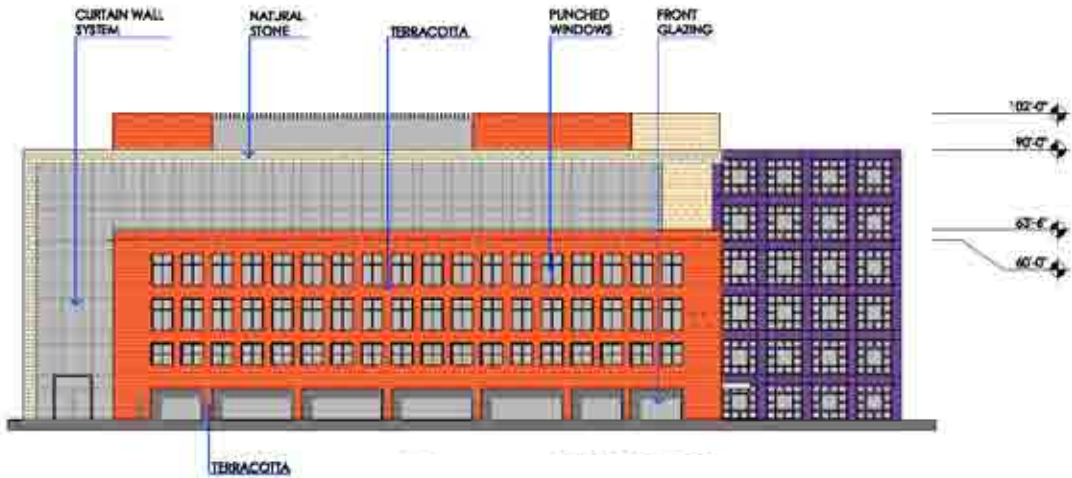
Building Elevations- Block 30 - Purple Building



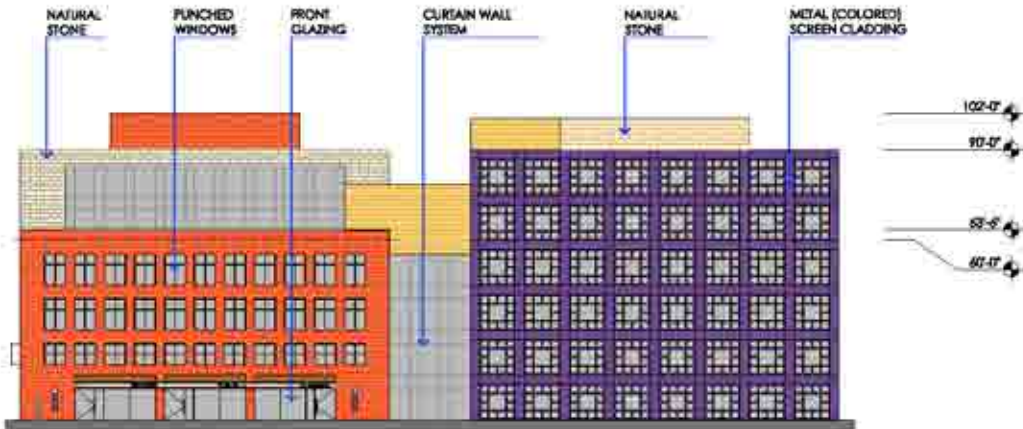
Block 30 - Purple Building- North Elevation: South Street



Block 30 - Purple Building- West Elevation



Block 30 - Purple Building- South Elevation



Block 30 - Purple Building- East Elevation: Terry A. Francois Blvd

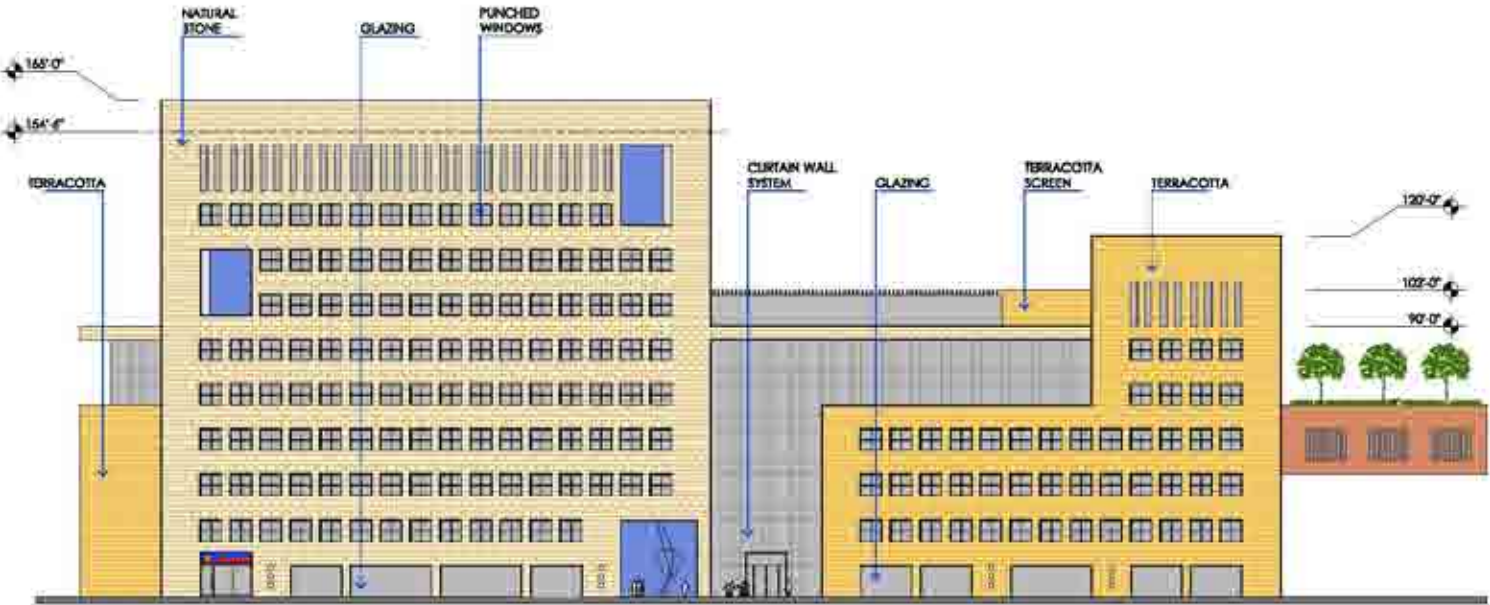
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



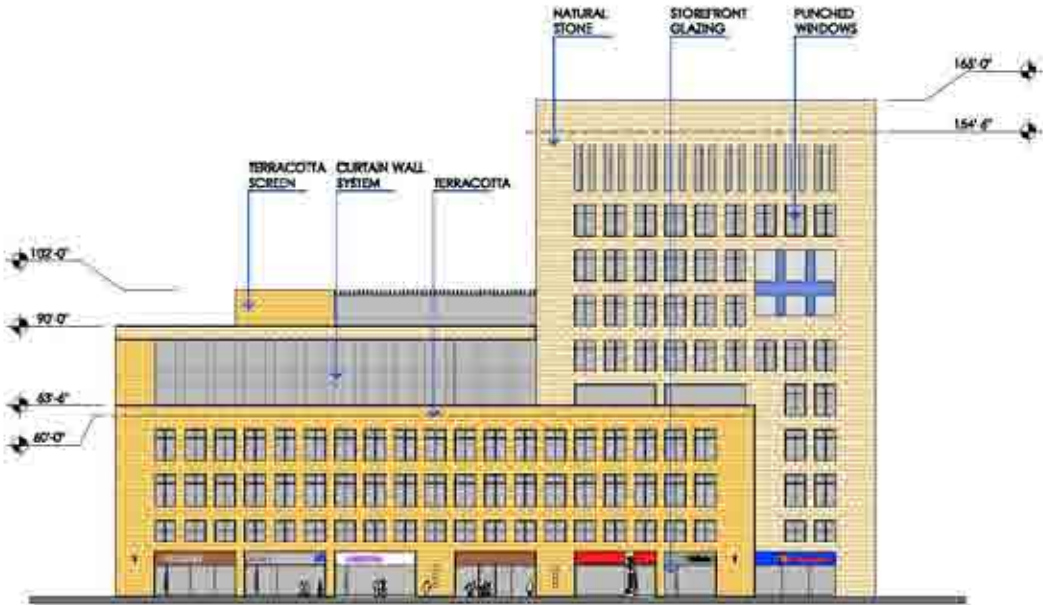
Block 31- Jacaranda Building- North Elevation



Block 31- Jacaranda Building- East Elevation



Block 31- Jacaranda Building-South Elevation: 16th Street

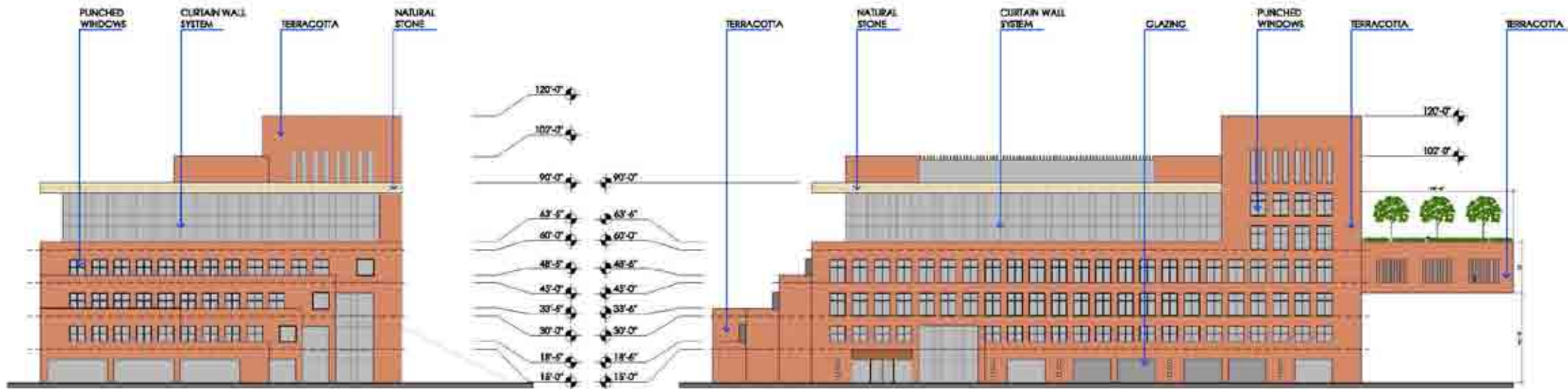


Block 31- Jacaranda Building-West Elevation: Third Street

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.

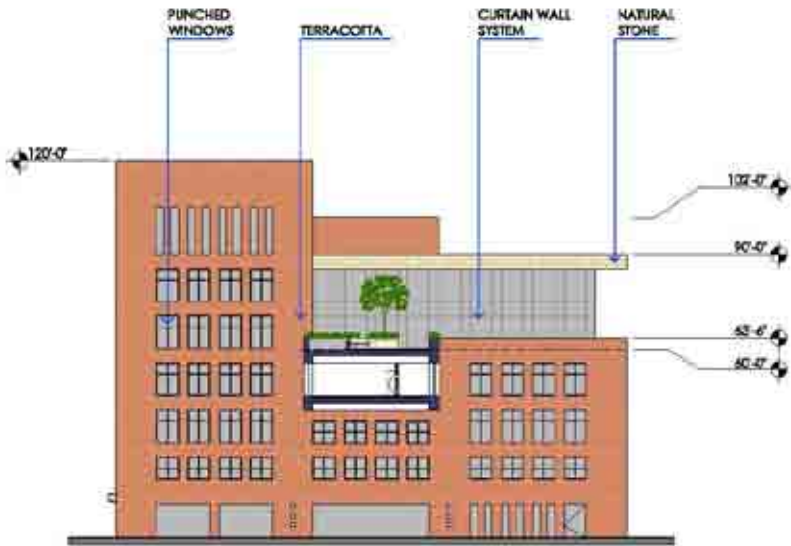
Block Development

Building Elevations- Block 32 - Yellow Building

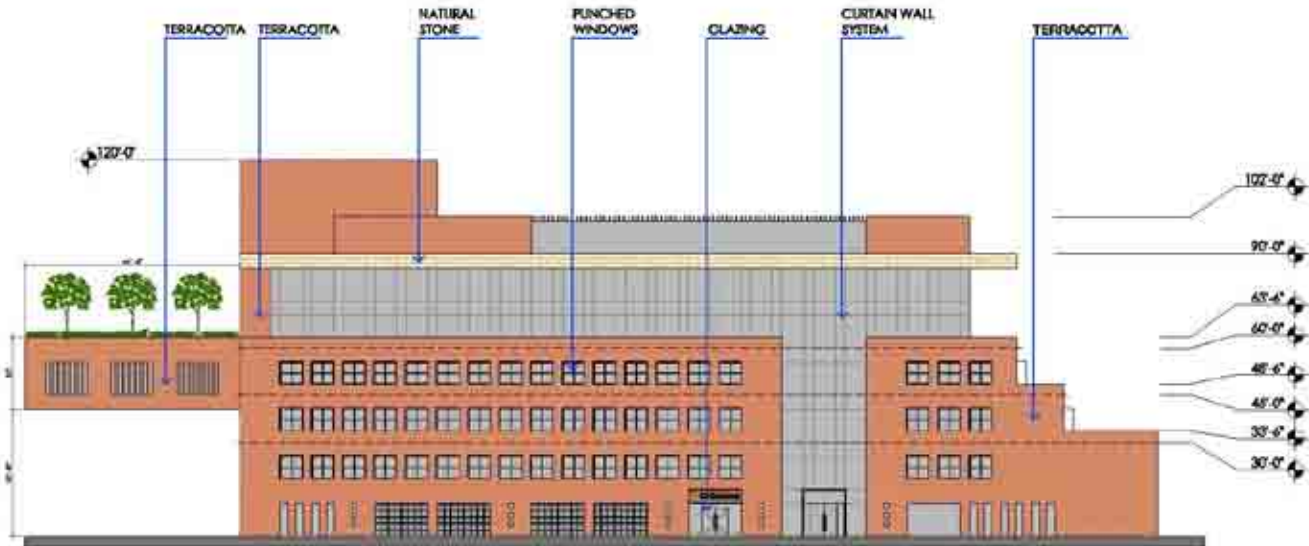


Block 32- Yellow Building- East Elevation: Terry A. Francois Blvd.

Block 32- Yellow Building- North Elevation

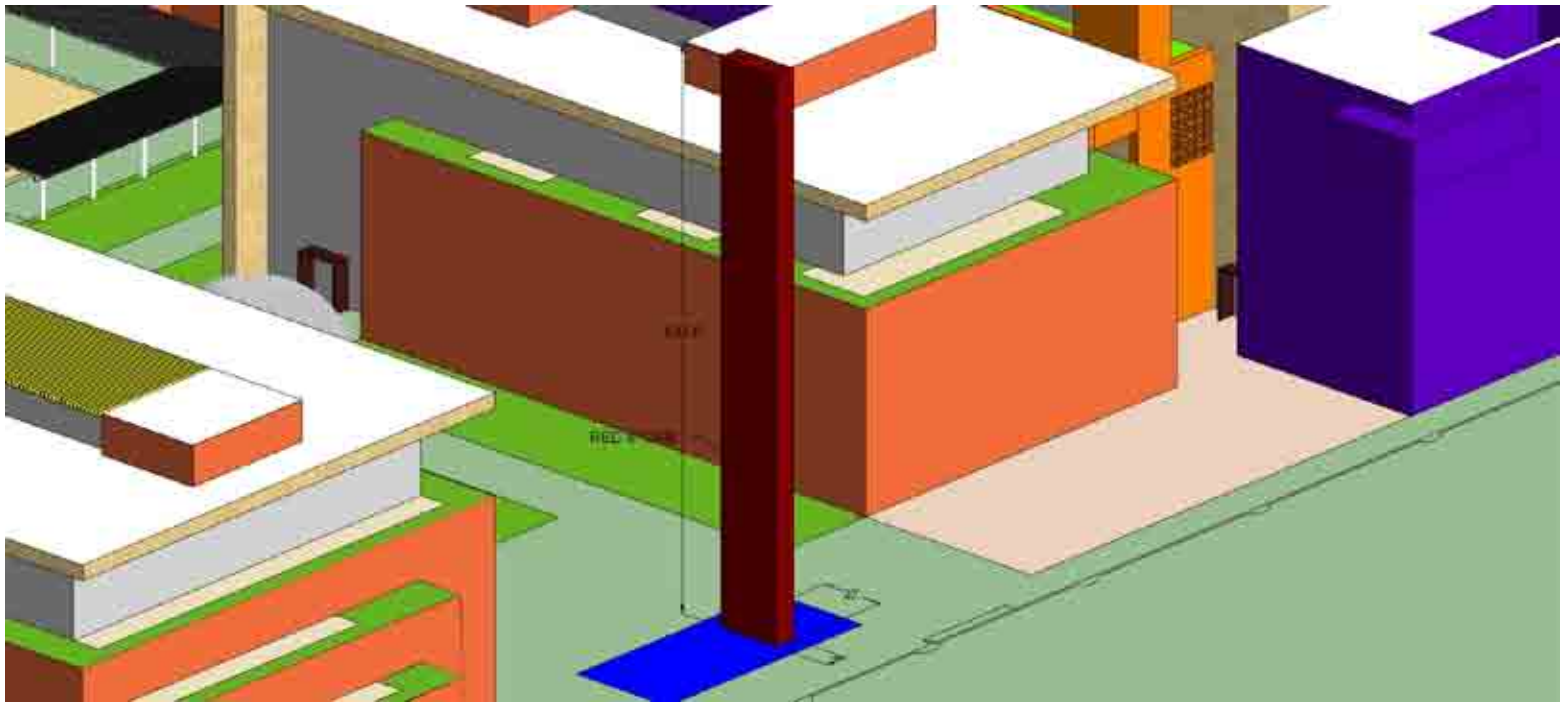


Block 32- Yellow Building- West Elevation

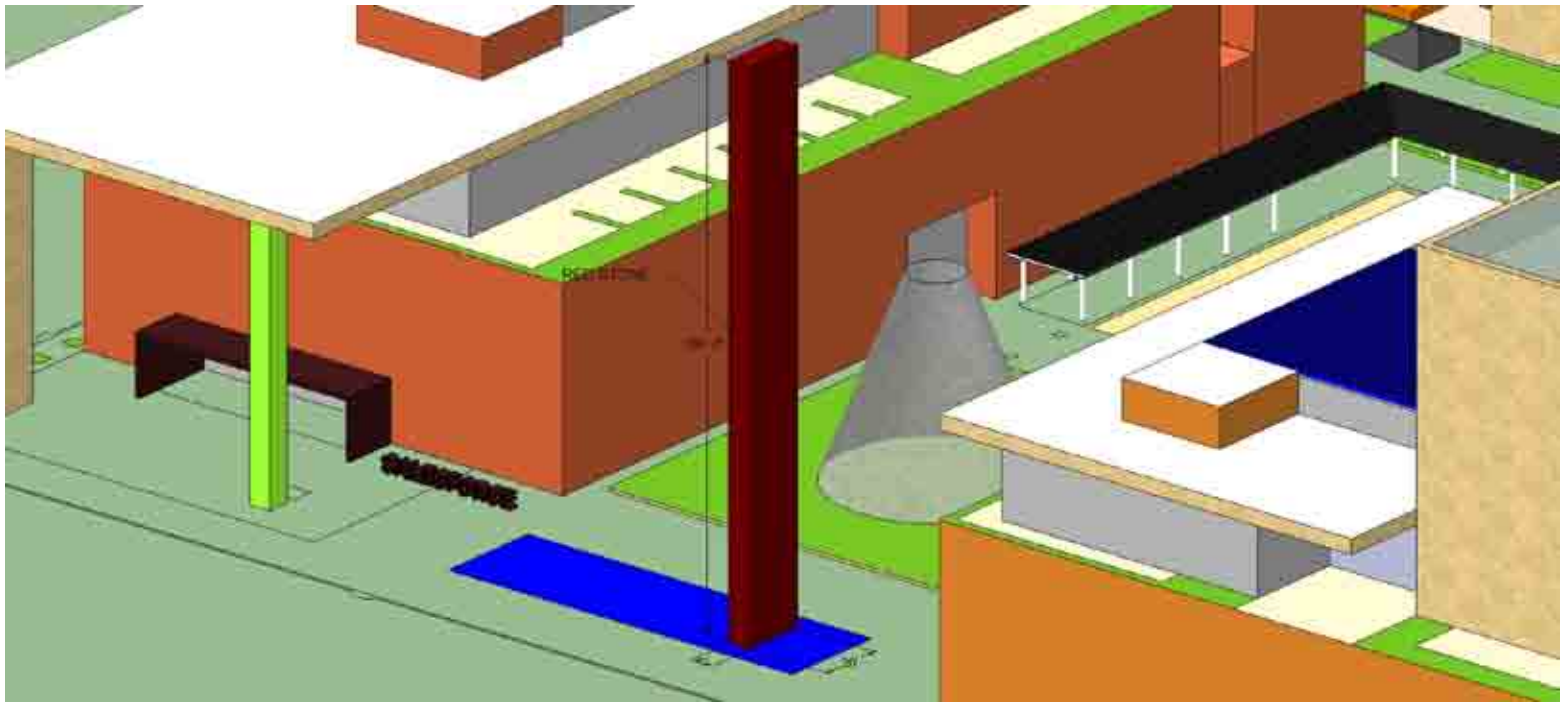


Block 32- Yellow Building- South Elevation: 16th Street

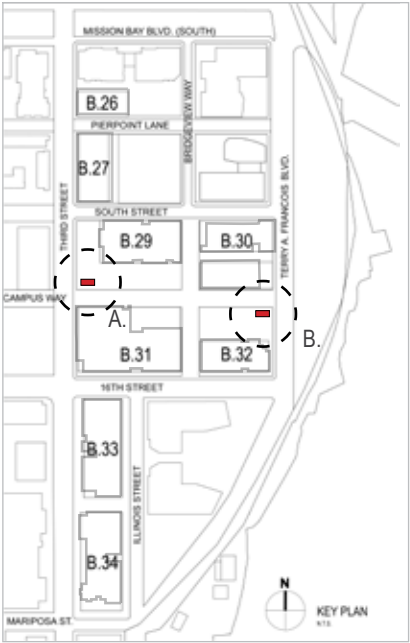
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.

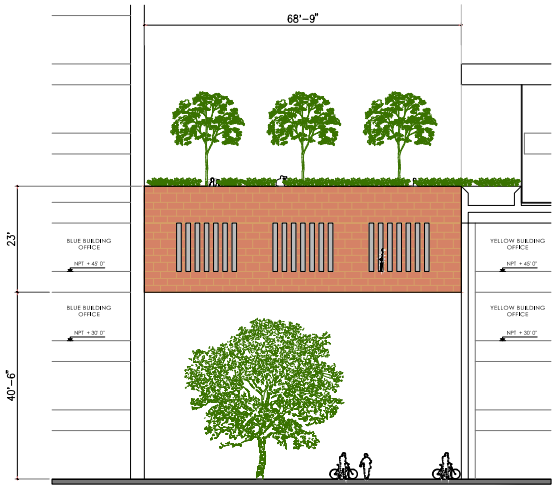
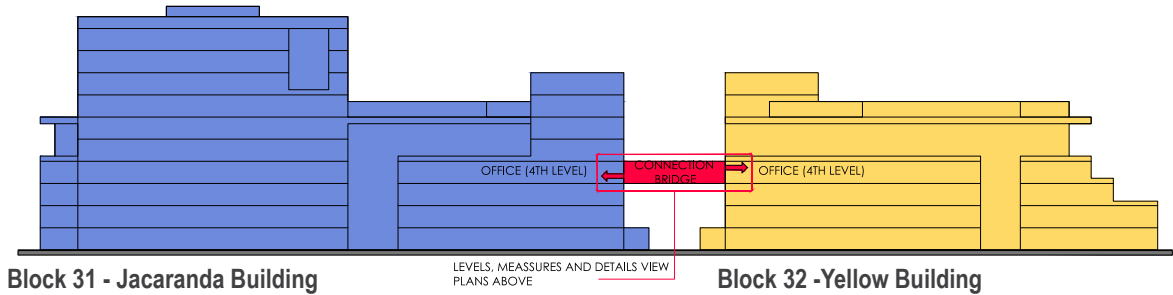
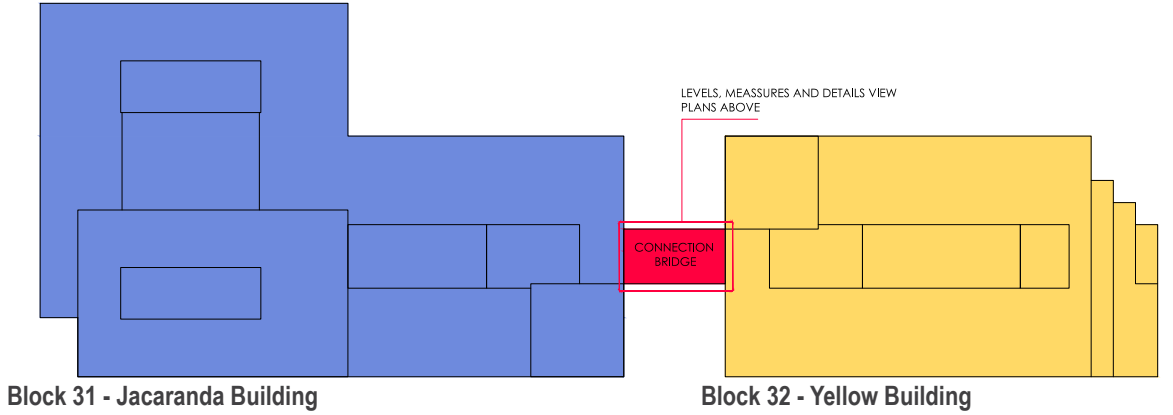


B. Terry A. Francois Blvd. Pylon

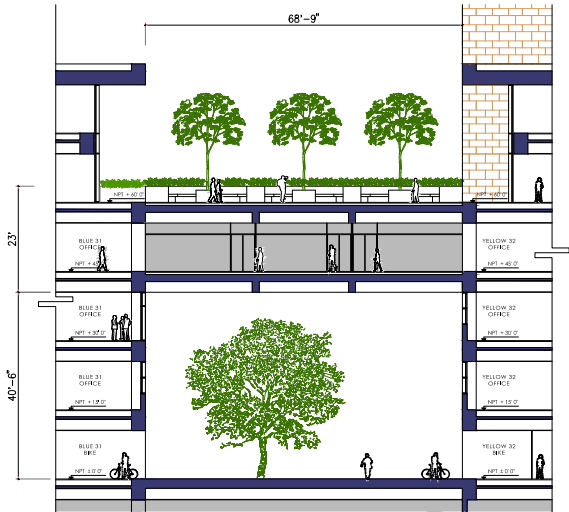


A. Third Street Pylon

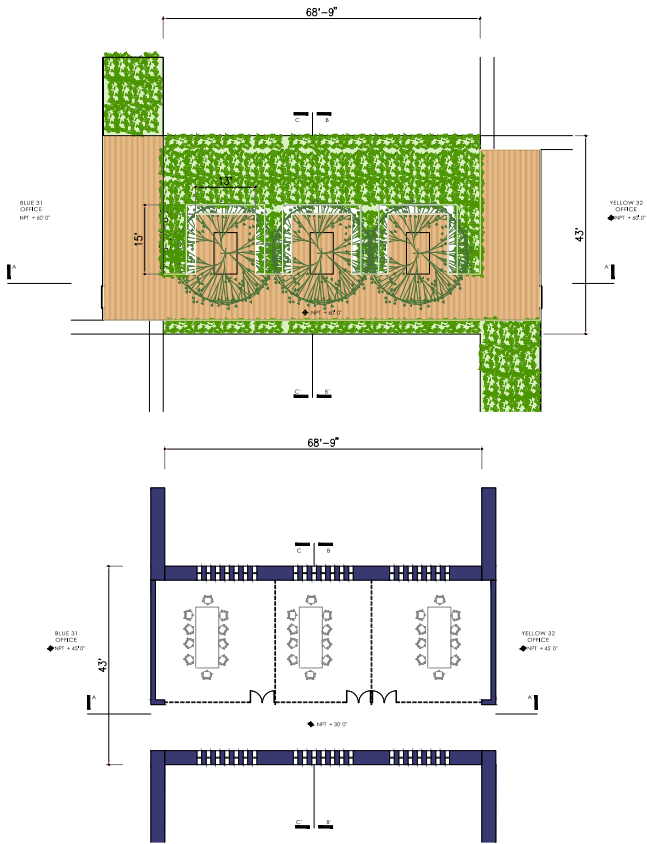




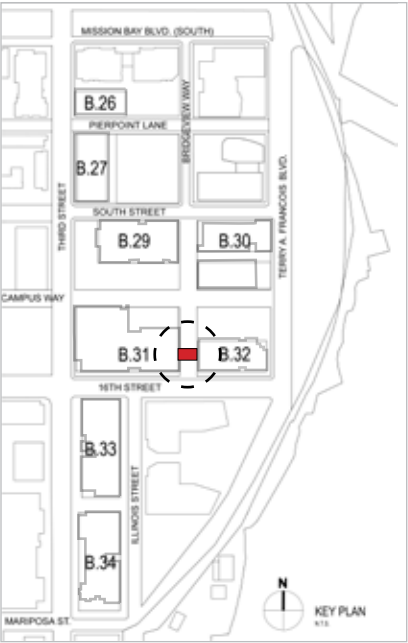
Bridge 31 / 32- South Elevation

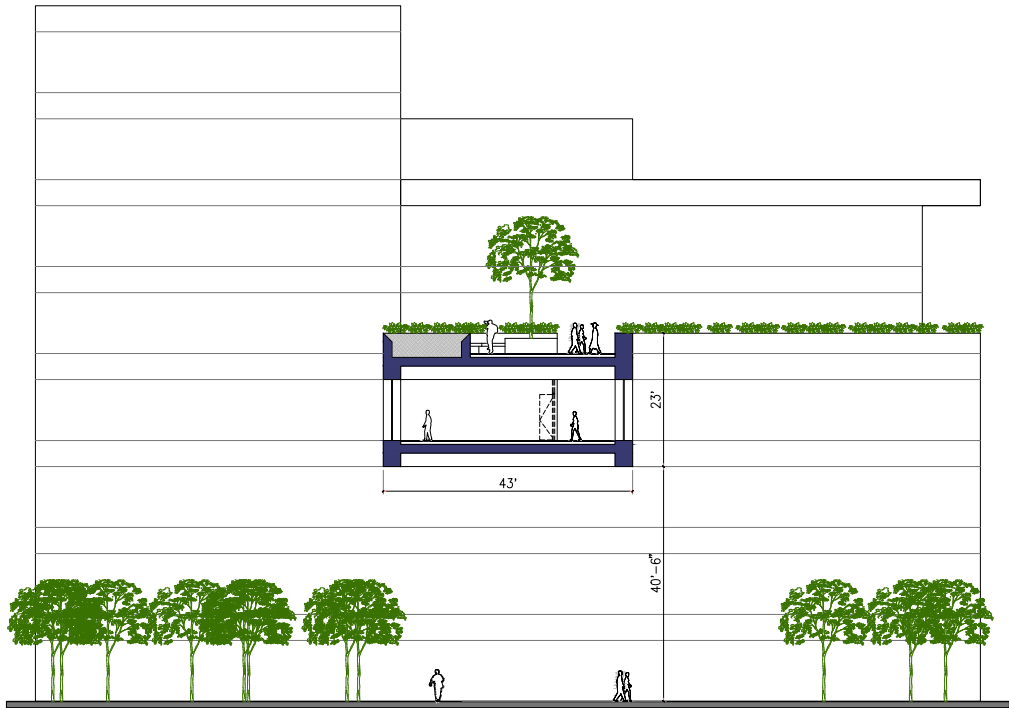
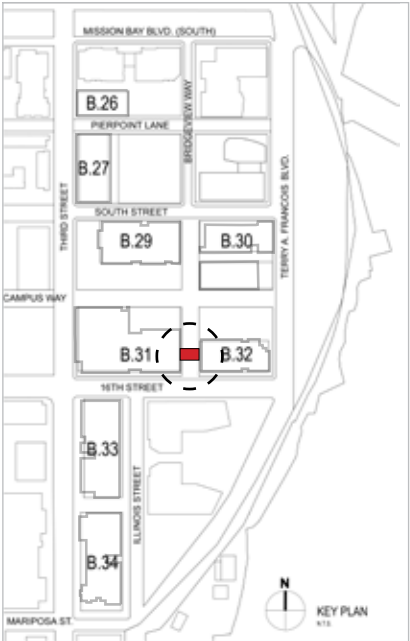


Bridge 31 / 32- Section A-A'

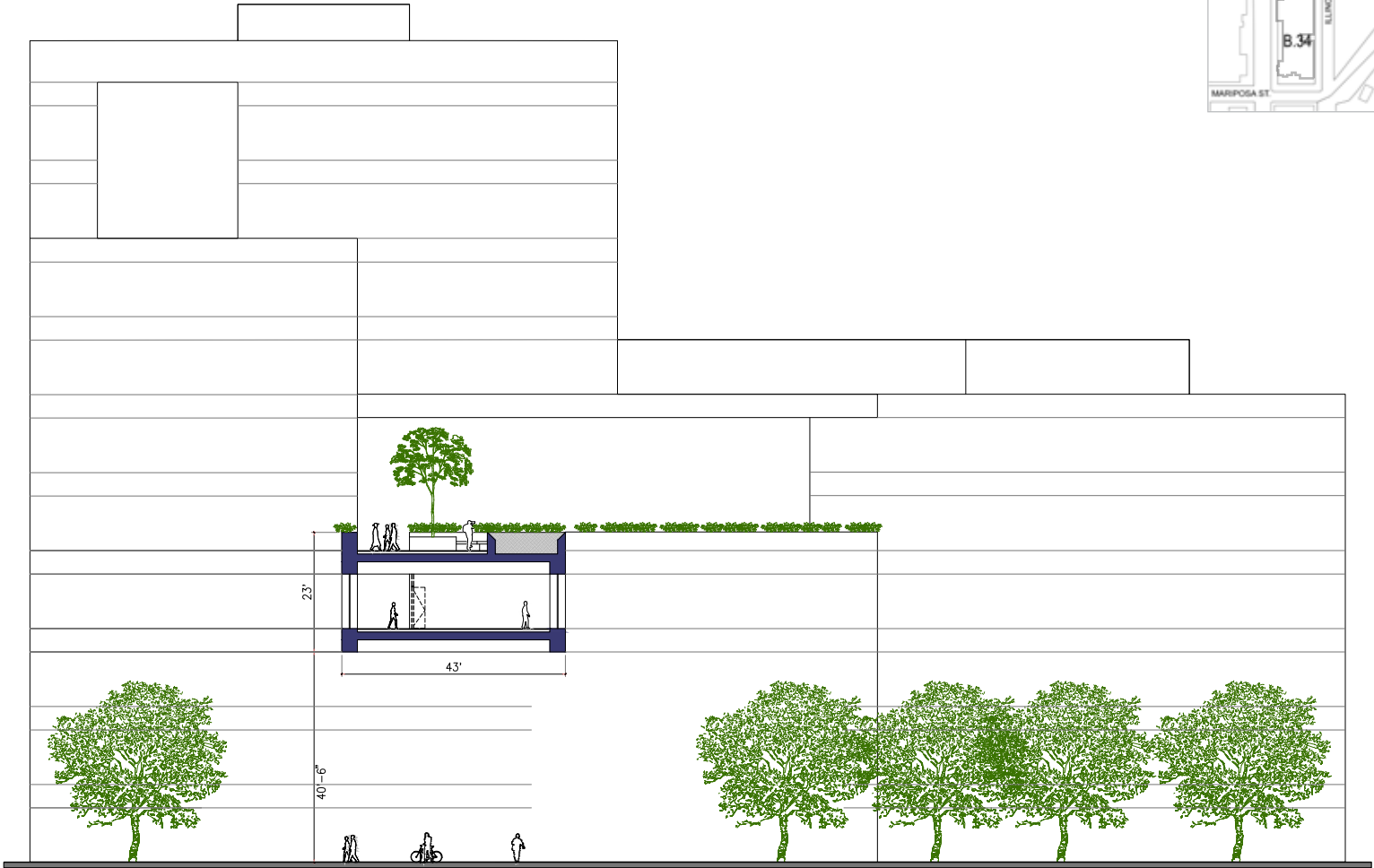


Bridge 31 / 32- Plans





Bridge 31 / 32 - Section B-B'



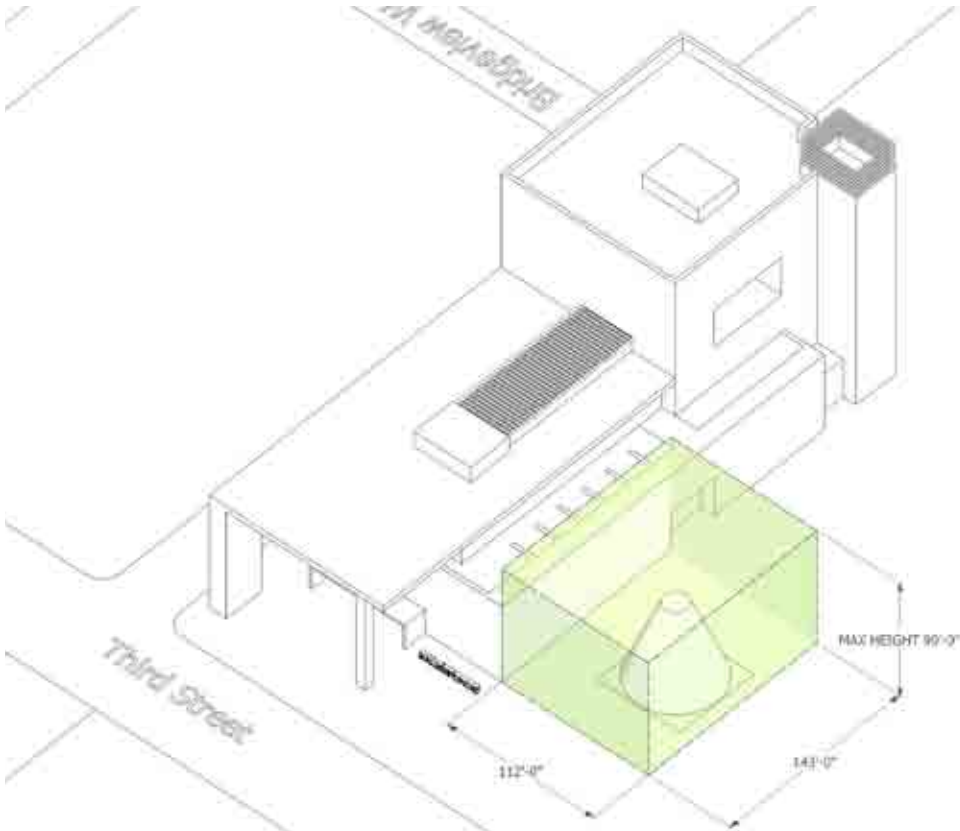
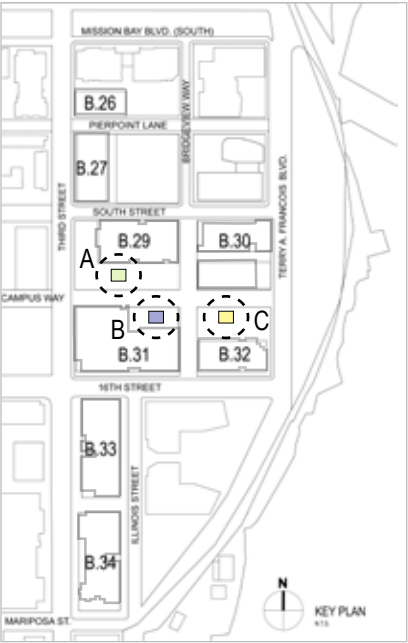
Bridge 31 / 32 - Section C-C'

Block Development

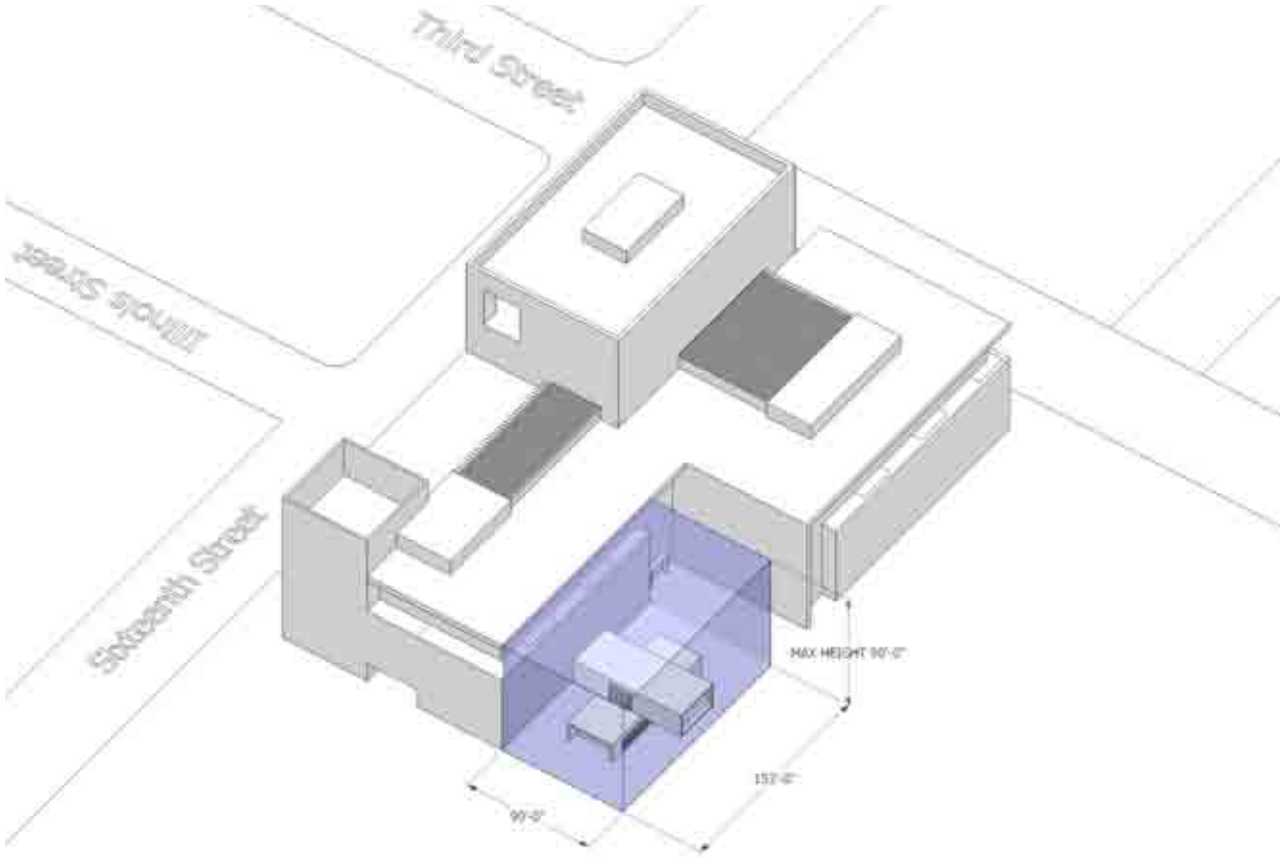
Blocks 29, 31 & 32- Pavilions (working dimensions)

*NOTE: At this time the design of the pavilions at Blocks 29 and 32 will be a collaborative effort of Legorreta + Legorreta and an artist yet to be selected. Pavilion at Block 31 will be designed by Legorreta + Legorreta. The working dimensions provide a Master Plan framework indicating the intended limit of volumetric area within which any future pavilion design may occupy. The proposed approximate pavilion area (sq. ft.) is listed below. The design team will provide further development for review by SFRA during schematic design.

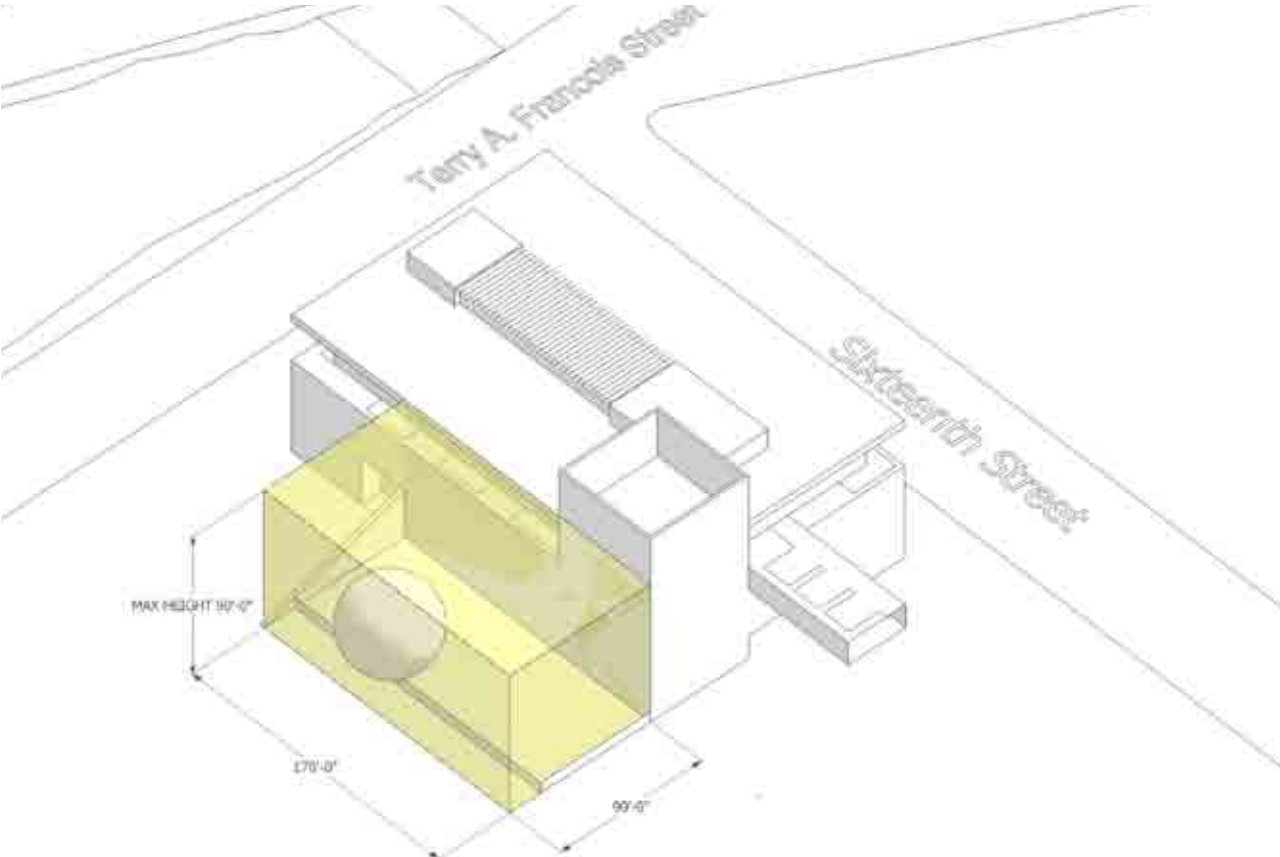
Pavilion	Proposed Sq Ft.
Pavilion A	2,500 sq ft
Pavilion B	9,500 sq ft
Pavilion C	7,500 sq ft



A. Pavilion at Block 29 - Olive



B. Pavilion at Block 31 - Blue



C. Pavilion at Block 32 - Yellow

Blocks 33 and 34

As one approaches the salesforce.com headquarters from the south, along the Third Street corridor, the two proposed buildings at Blocks 33 & 34 will visually mark the beginning of the salesforce.com headquarters with continuing series of expressive gestures utilizing a conceptual color palette that will help identify each building within the greater whole of the proposed development. Each of these two buildings have significant streetwall frontage to Third Street. As such, their massing has been carefully worked to provide a collective streetwall experience with periodic setbacks that visually divide the block-long development into series of smaller structures. Together, these two buildings jointly form a well integrated, visually rich and detailed experience for pedestrians and riders traveling along the Third Street corridor.

A complete description of exterior space design concepts for Blocks 33 & 34 can be found in Chapter 2- Urban Design Approach and in Chapter 3- Open Space & Landscape

Block 33- Red Building

This building, bound by Third Street, 16th Street and Illinois Street is a mix of both public and salesforce.com program spaces. Anticipated programs include above and below grade salesforce.com parking, retail and restaurant venues facing both Third and 16th Streets, upper-level office spaces and a fitness center for use by salesforce.com employees. The Red Building streetwall frontage to Third Street has two distinct structures; one 6-stories high, the other 4-stories high.

Along Illinois Street the functional requirements for the Red Building will necessitate a more unified structure as the program shifts to house multiple levels of elevated parking. All elevated parking will be screened from view through the use of a vertically aligned terracotta screen that conceals the vehicles while still providing a ventilated façade. The degree of screening and the ratio of openings of the terracotta cladding will be further studied in schematic design. Special care will be given to the parking structure elevations to ensure that the character and texture of the screen will further complement the overall composition of the surrounding building façades. Perforations in the ground floor façade along Illinois Street will give pedestrians a visual connection to the building. Vehicle entry will occur from Illinois Street at two separate locations in order to alleviate any concerns regarding vehicle stacking and/or potential congestion on adjacent city streets. During the Schematic Design phase, parking and traffic consultants will continue to provide additional design input to ensure that the vehicle and service entrances operate smoothly and efficiently, limiting negative impacts during times of peak-use.

The taller 6-story northern building at Block 33 is capped with a stone-clad folded plane that begins at the street level main entry and opens up to the north, sheltering a roof terrace the runs on three sides of the building. The northern building mass is clad in a regularized pattern of punched window openings within a field of terracotta cladding. Full height street level fenestration is utilized to promote increased visibility into restaurant/retail businesses.

The main pedestrian building entry for office, parking and fitness center functions

is located directly off Third Street. The singular entry lobby area interrupts the building’s terracotta screen facade system, framed by steel plate and enclosed by a glass curtain wall system. Facing Third Street, the restaurant/retail tenant spaces on the ground floor are located towards 16th Street to promote pedestrian activity and enliven the streetscape experience. Upper levels of the Red Building 33 house office spaces with the top level of the 6-story building planned for a fitness center. Set back from the main building facades, the fitness center will support activities that will make use of adjacent terrace spaces and a large exterior terrace to cover the structured parking. An outdoor swimming pool, decks and vegetated terraces are strategically located to maximize views and access sunlight.

The lower 4-story southern building is clad in a harmonious combination of banded fenestration and terracotta cladding with several areas shifting from full height glazing to red colored accent panels. Interior functions are accessed through the lobby at the north building and all levels are programmed exclusively as salesforce.com office space. A shared exterior courtyard area between the southern Red Building and the Tangerine Building at Block 34 currently provides for mid-block pedestrian passage between Illinois and Third Street, but further concept development will be necessary to ensure that interior and exterior program functions to sufficiently activate this pedestrian thru-way.

Block 34 – Tangerine Building

Located on the corner of Third Street, Mariposa Street, and Illinois Street, the Tangerine Building is the southern-most marker of the salesforce.com headquarters. A vibrant opening gesture for the salesforce.com headquarters, the proposed design of the corner site offers a distinct, tower-like volume dressed in a geometric perforated screen that provides both a striking visual statement and a functional sun-shade enclosure for a variety of office spaces and large-scale meeting rooms. As the top 30’ of the screen is above the office block space behind, ambient lighting, accent lighting and internal activity from offices behind will divide this element into distinct zones that will align with adjacent massing. Further development of the corner facade element is planned during Schematic Design in recognition that the resulting design needs to reflect and articulate a greater blending of streetwall and pedestrian scale interests.

The main entrance to the Tangerine Building 34 is centrally located in the center of the Third Street façade and is accentuated by a double height lobby that connects through to a secondary entrance on Illinois Street. Two additional entrances are considered for the purple tower, one facing Third Street while the other faces Mariposa Street. The program of Building 34 is exclusively dedicated to salesforce.com office related uses. The frontage along Third Street is playfully articulated with volumes that protrude and recess to create a sheltered street-level public plaza area near the main building entrance and a series of exterior terraces at upper levels. Overall, the building elevation towards Third Street has a grand scale, a composition of stone cladding and punched window openings to form the primary streetwall. A centrally located, full-height terracotta façade is recessed into the stone-clad streetwall with mixture of fenestration geometries and a double-height cantilevered meeting room that protrudes out over the entry plaza.

The Illinois Street façade is composed of a matching terracotta façade with stepped

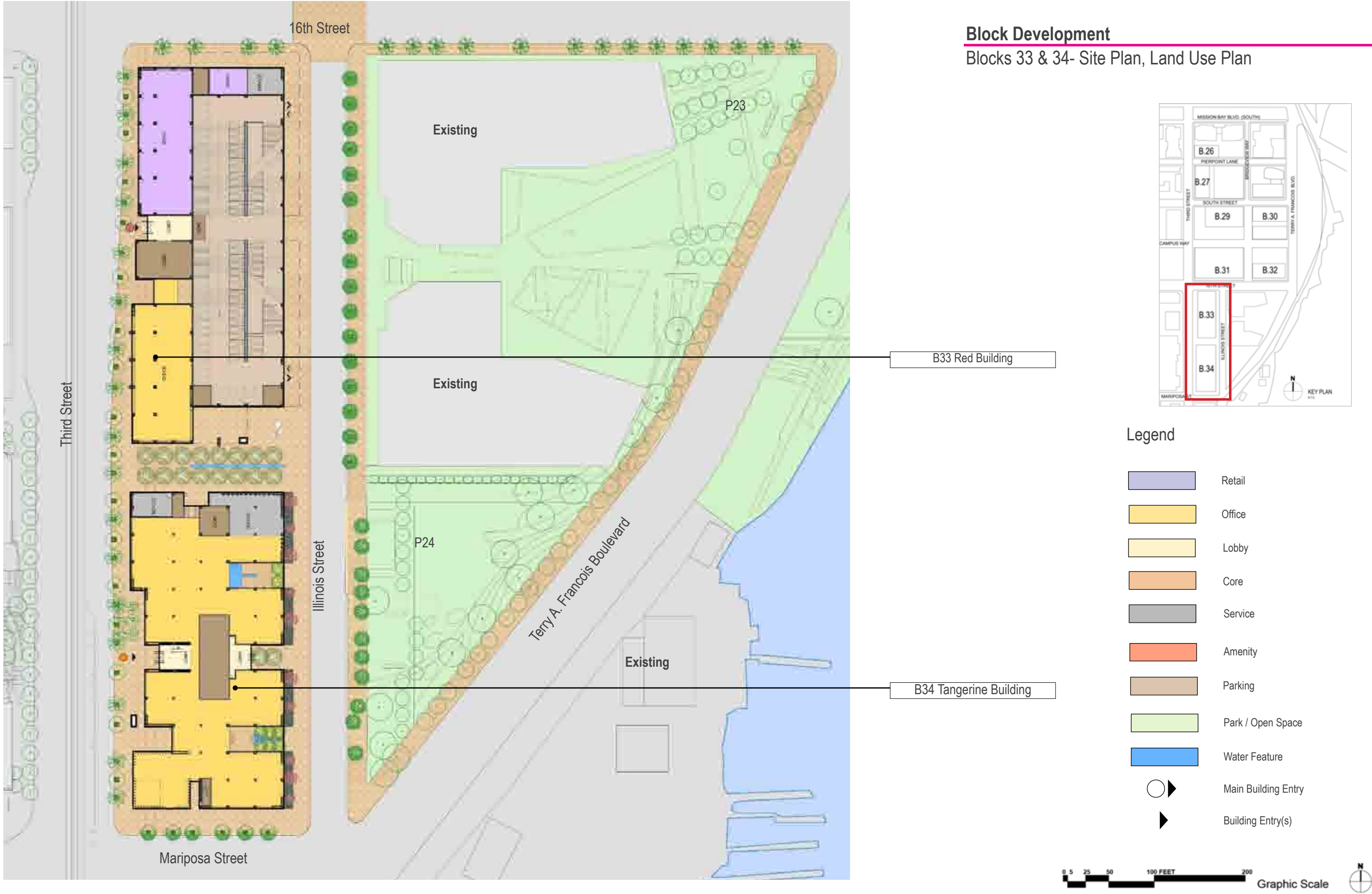


Looking North-East from corner of Mariposa and Third Street towards Block 34

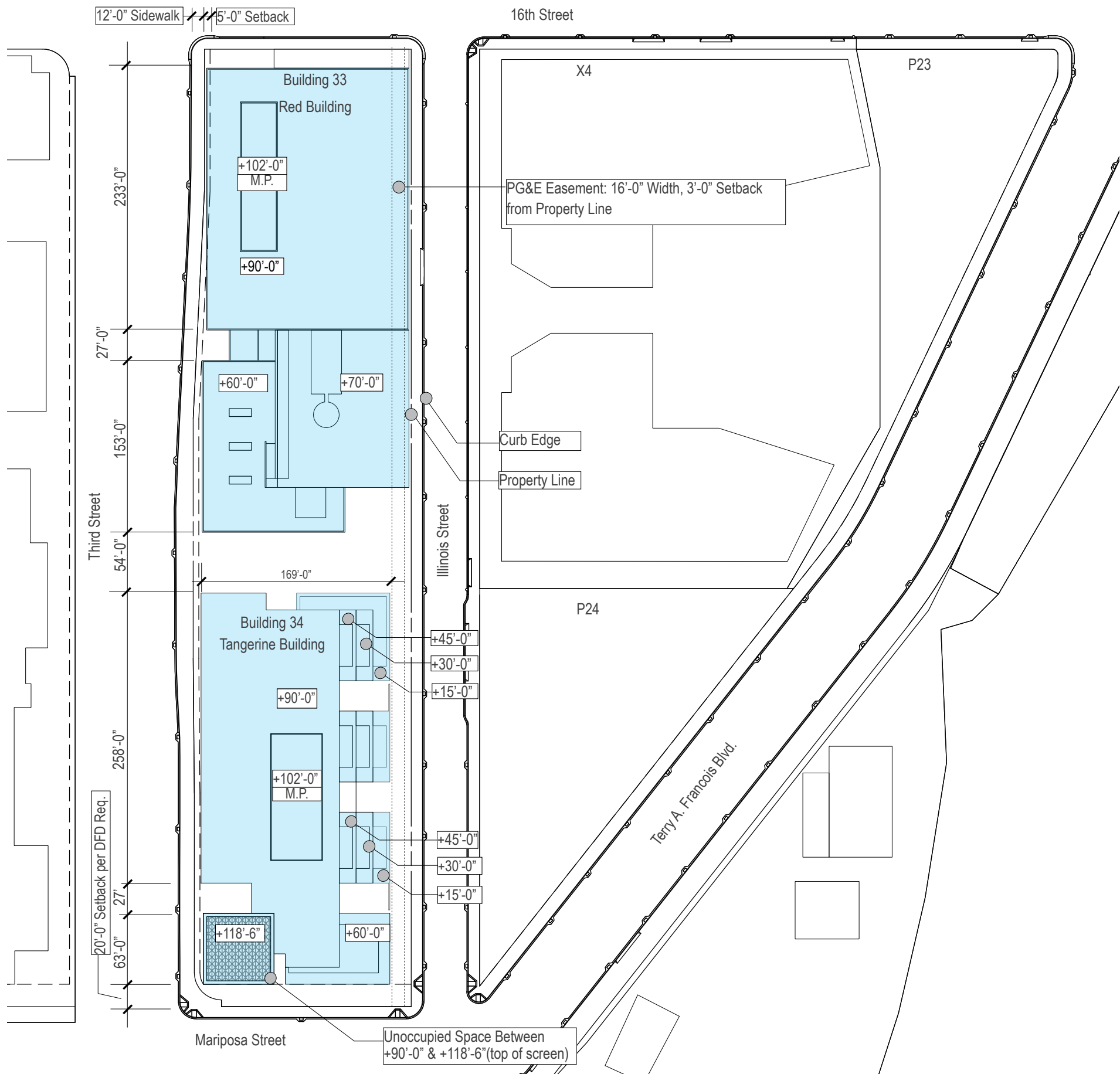
massing that create a series of staggered outdoor terraces. The east facing terraces are divided into four distinct office wings creating a recessed central lobby entry area and two protected courtyards. The upper level exterior terraces and ground level exterior courtyards provide building users with multiple opportunities to gather outdoors and enjoy views across the park out towards the bay and waterfront.

Block Development

Blocks 33 & 34- Site Plan, Land Use Plan



- Legend
- Retail
 - Office
 - Lobby
 - Core
 - Service
 - Amenity
 - Parking
 - Park / Open Space
 - Water Feature
 - Main Building Entry
 - Building Entry(s)



Block Development

Blocks 33 & 34 - Heights, Projections, Setbacks



Major Phase Development

Property Line

+102'-0"

Building Height

[M.P.]

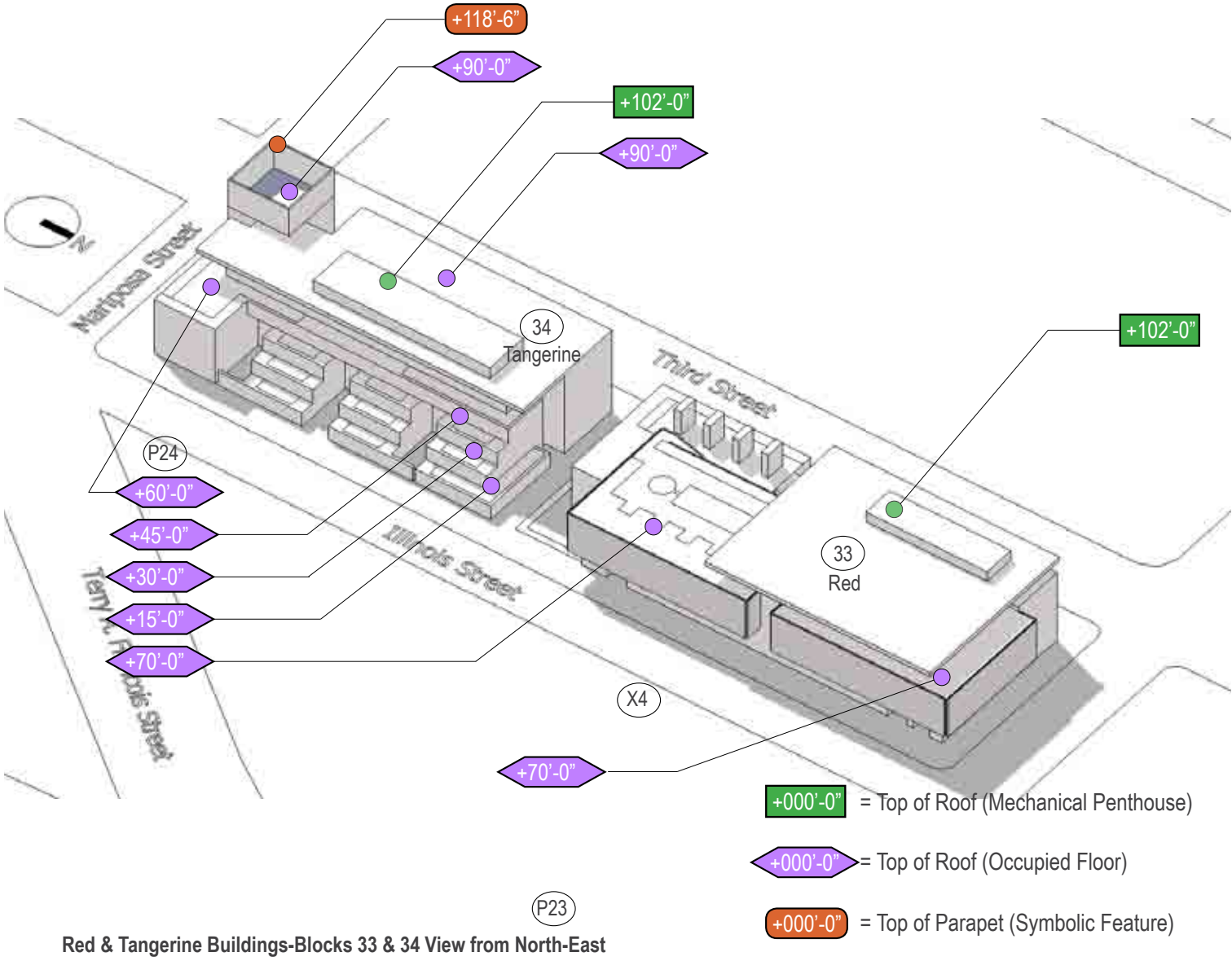
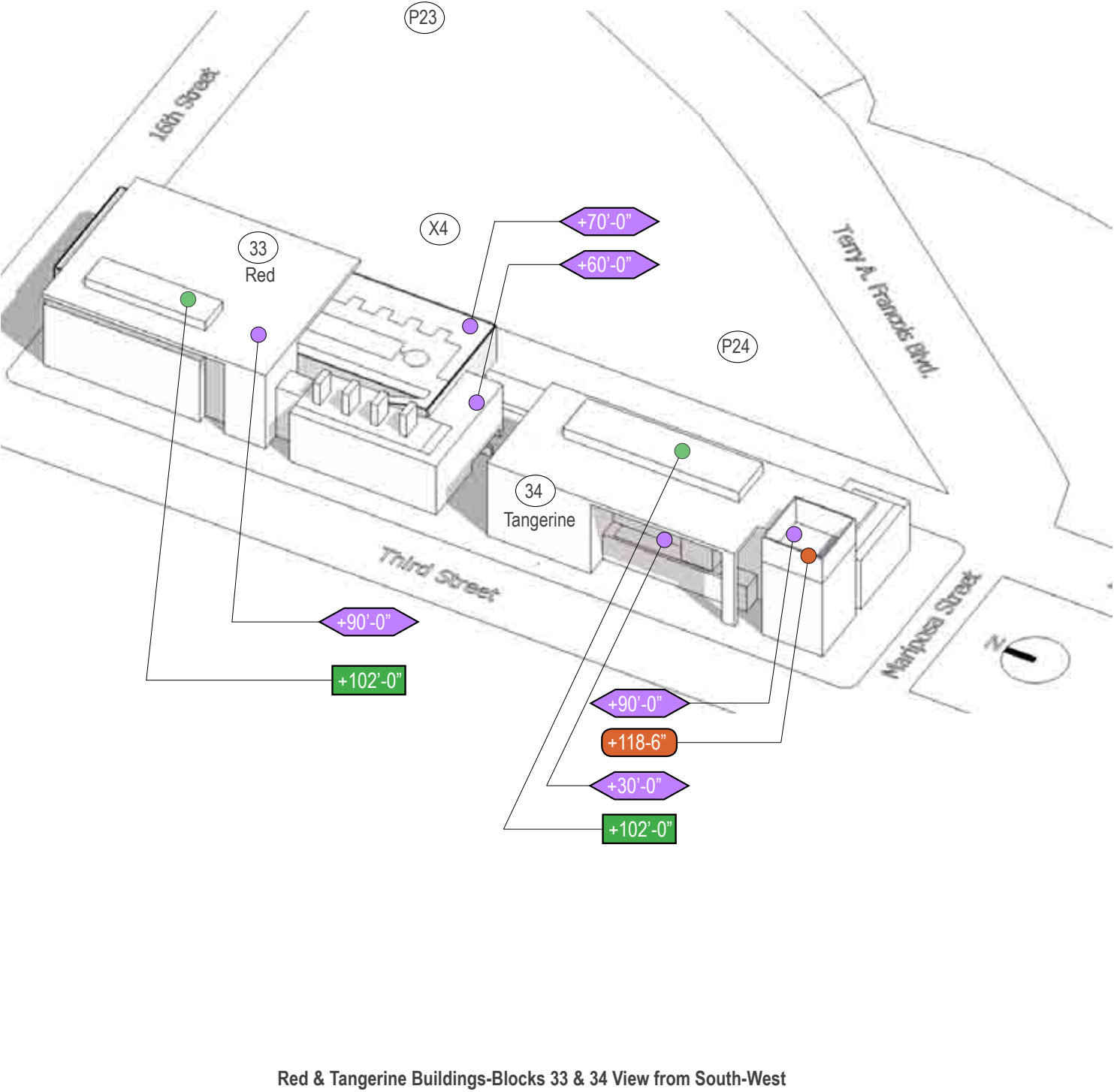
Mechanical Penthouse

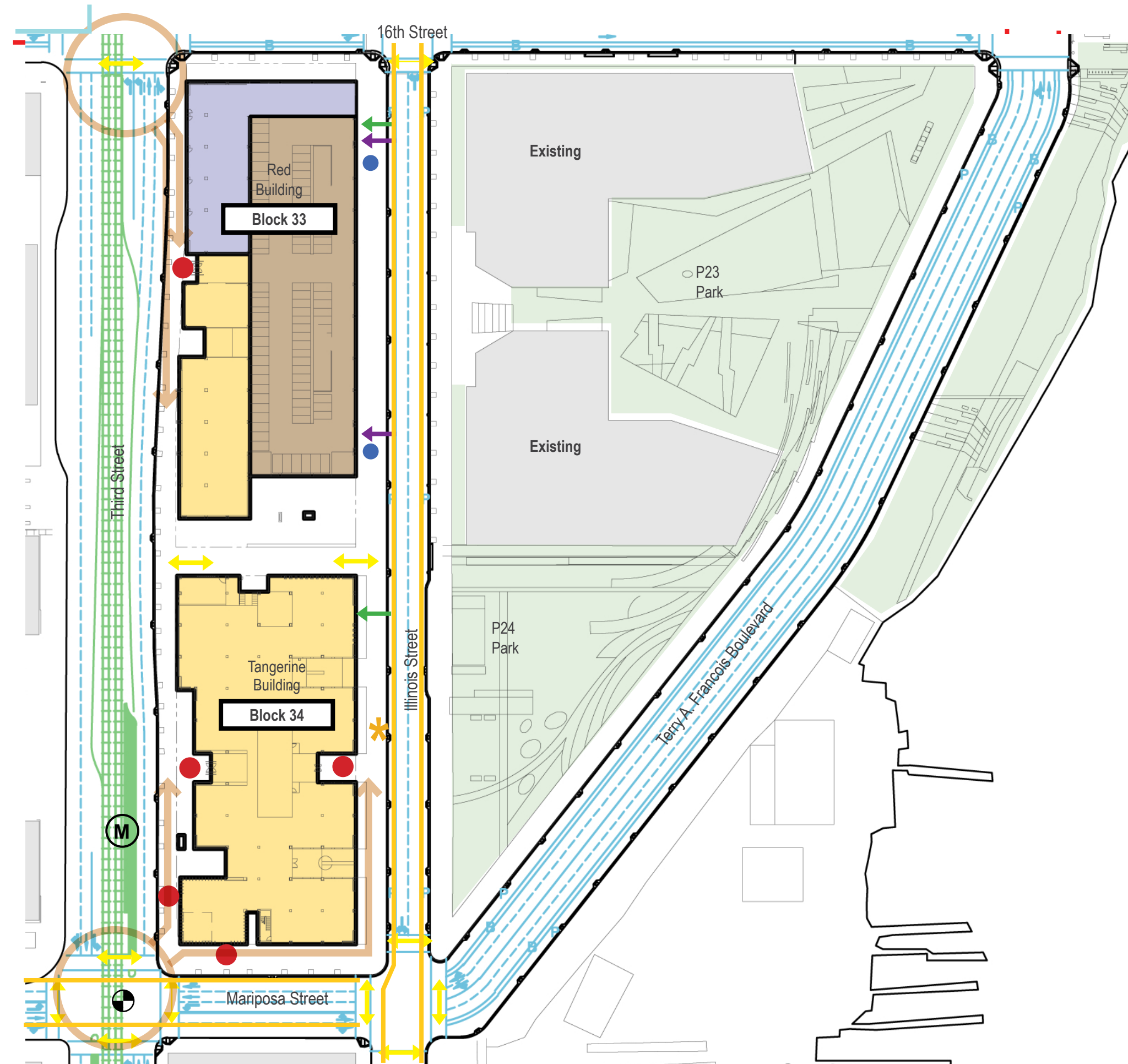
Note:

Required Setbacks: 5'-0" West Side Third Street
20'-0" North Side 16th
20'-0" North Side Mariposa

Block Number	Site Area (Acres)	Site Area (sq. ft.)
33	1.71	74,497
34	1.71	74,497







Block Development

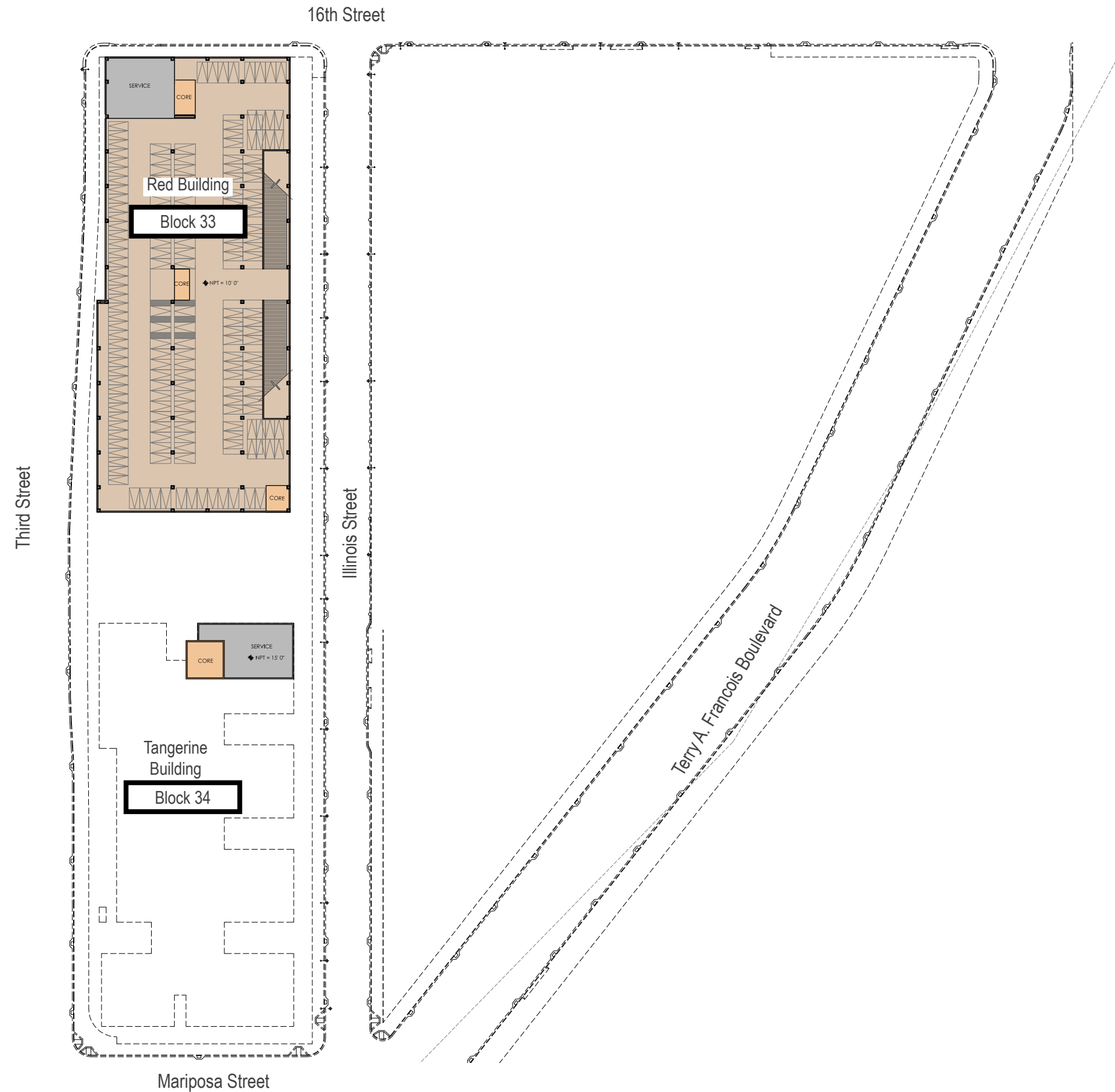
Blocks 33 & 34- Circulation- Vehicular, Pedestrian & Bicycle



Legend

- | | | | |
|--|----------------------------------|--|---|
| | Pedestrian Site Access | | New Building |
| | Vehicular Access | | Existing Building |
| | Service Vehicular Access | | Open Space |
| | Travel Lane | | On-Street Parking |
| | Muni Metro | | Bicycle Lane |
| | Existing Muni LRT Stop | | Traffic Signal |
| | Building Access | | Class II Bikeway |
| | Garage Pedestrian Access | | Class III Bikeways |
| | Emergency Access | | Pedestrian Access from Public Transportation and Private Shuttles |
| | Bus Stop (22 Fillmore, Future) | | Future 22 Fillmore Trolley Bus Extension |
| | Mission Bay Shuttle Stop | | |
| | Potential salesforce.com Shuttle | | |




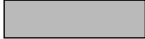



Block Development

Blocks 33 & 34- Basement Planning

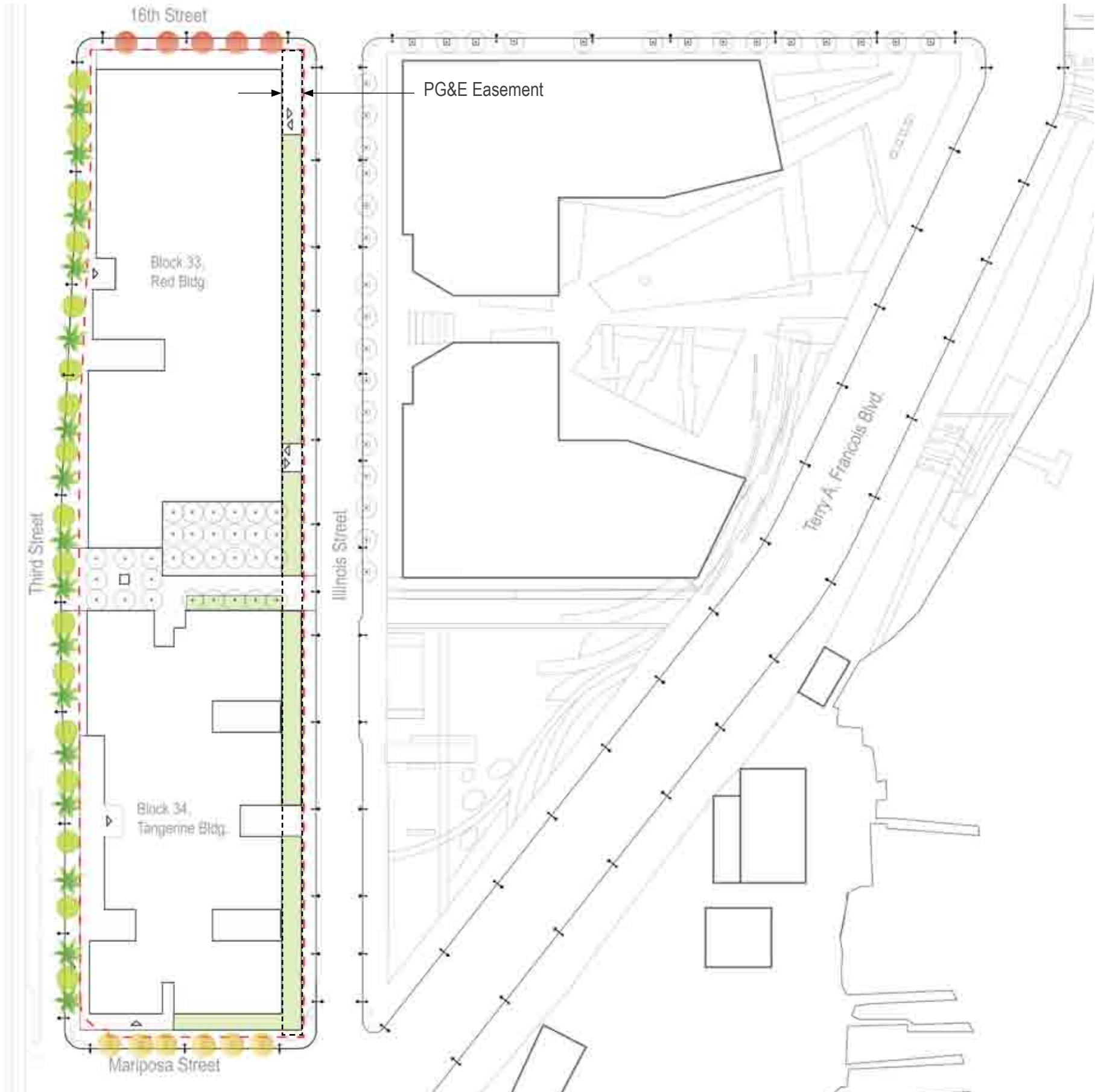


Legend

	Core
	Service
	Parking



Block Development Blocks 33 & 34- Streetscape Tree Planning

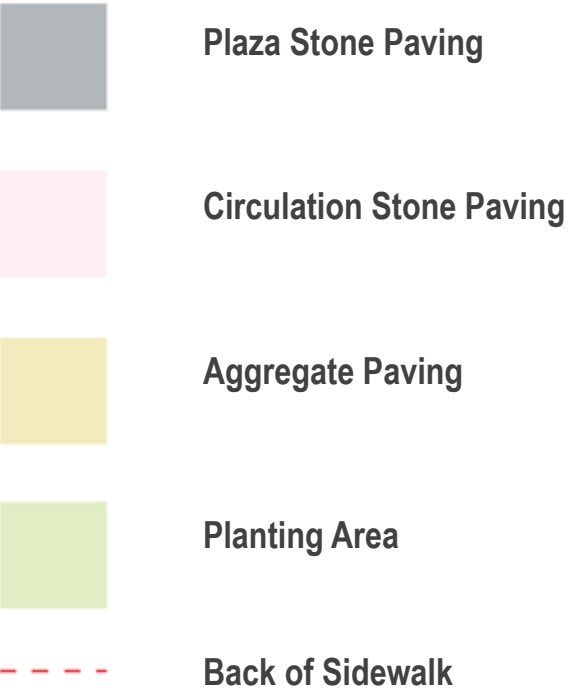
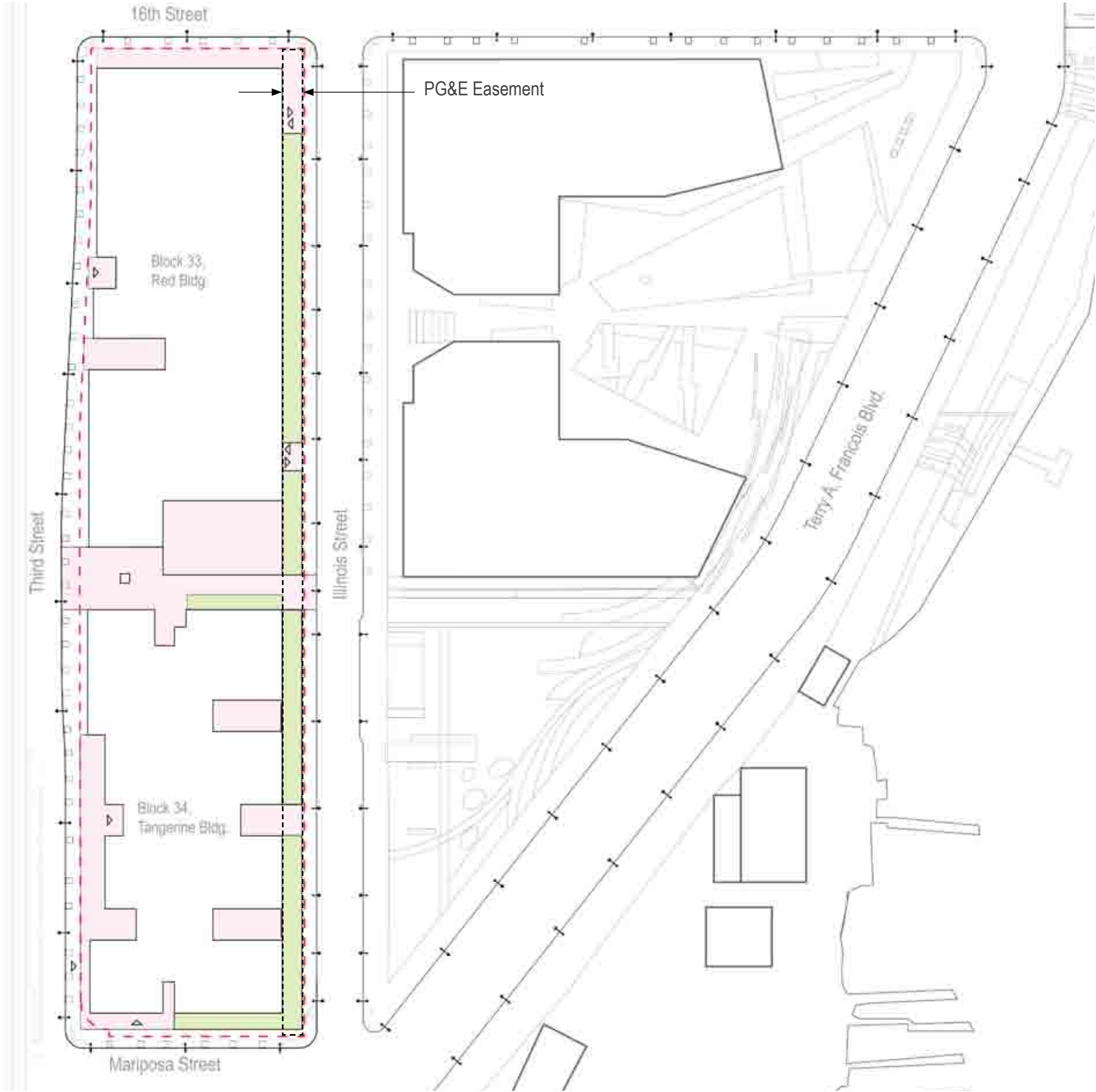


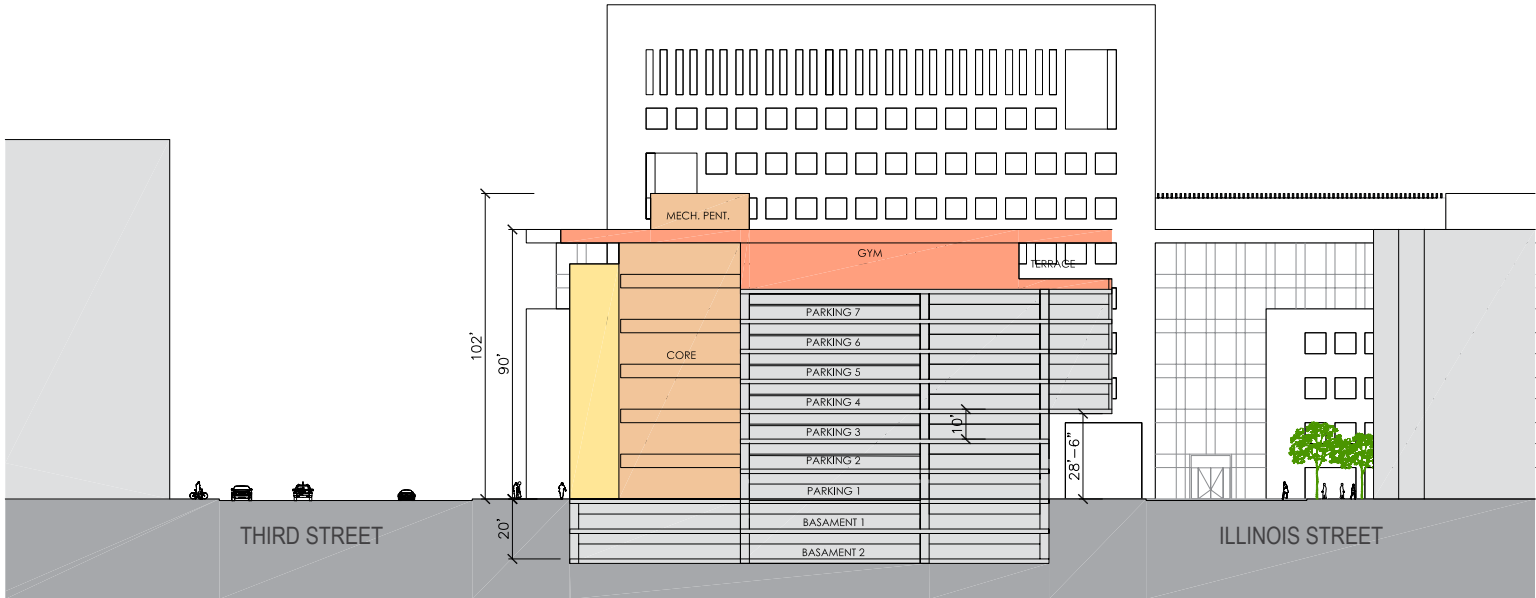
Legend

-  **Washingtonia Robusta**
Mexican Fan Palm
-  **Arbutus 'Marina'**
Arbutus 'Marina'
-  **Ginkgo biloba 'Autumn Gold'**
Ginkgo
-  **Liquidambar styraciflua**
Sweetgum
-  **Melaleuca quinquenervia**
Cajeput Tree
-  **Linear gardens**

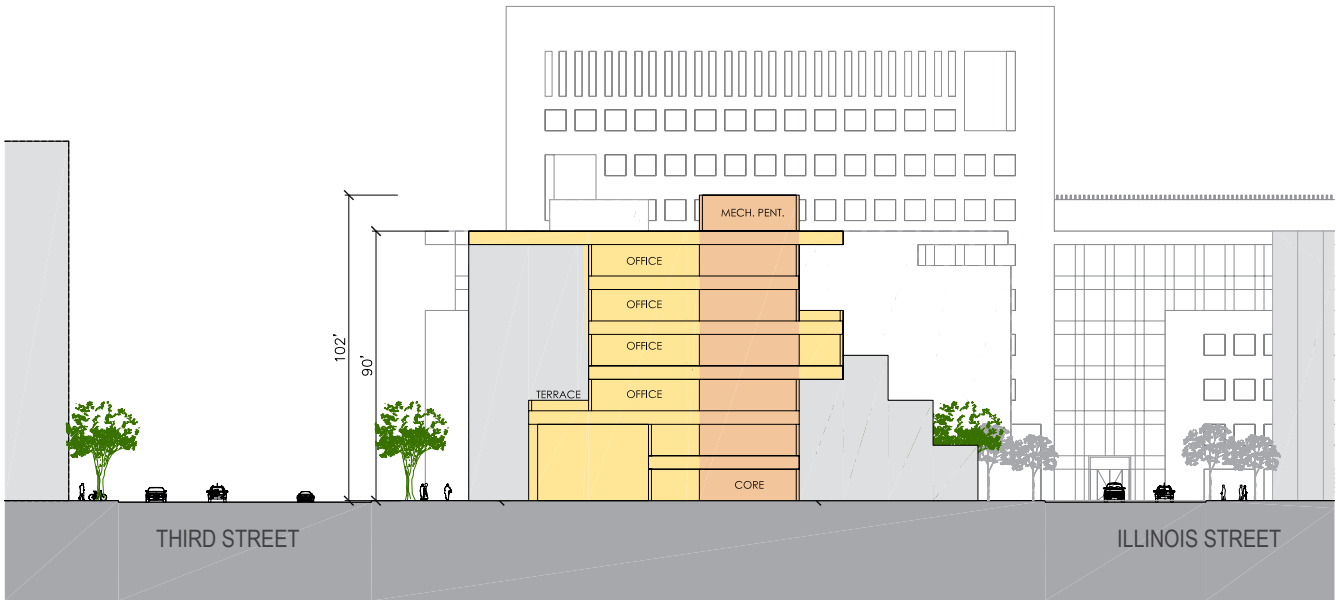


Block Development
Blocks 33 & 34- Site Paving





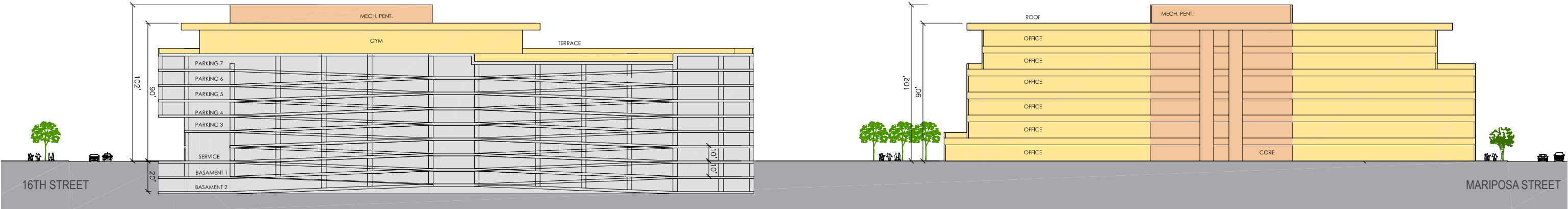
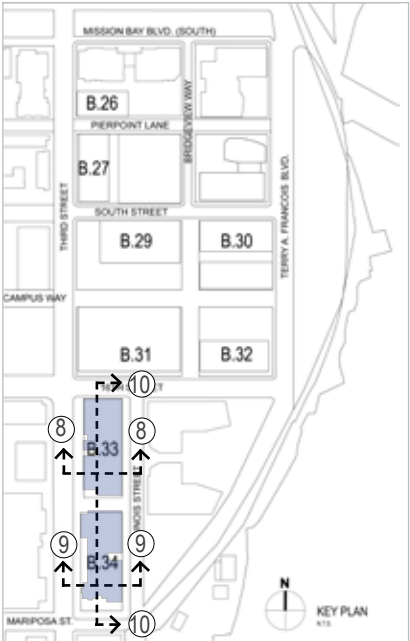
8 - Block 33- Red Building- East-West Section



9 - Block 34 - Tangerine Building- East-West Section

Block Development

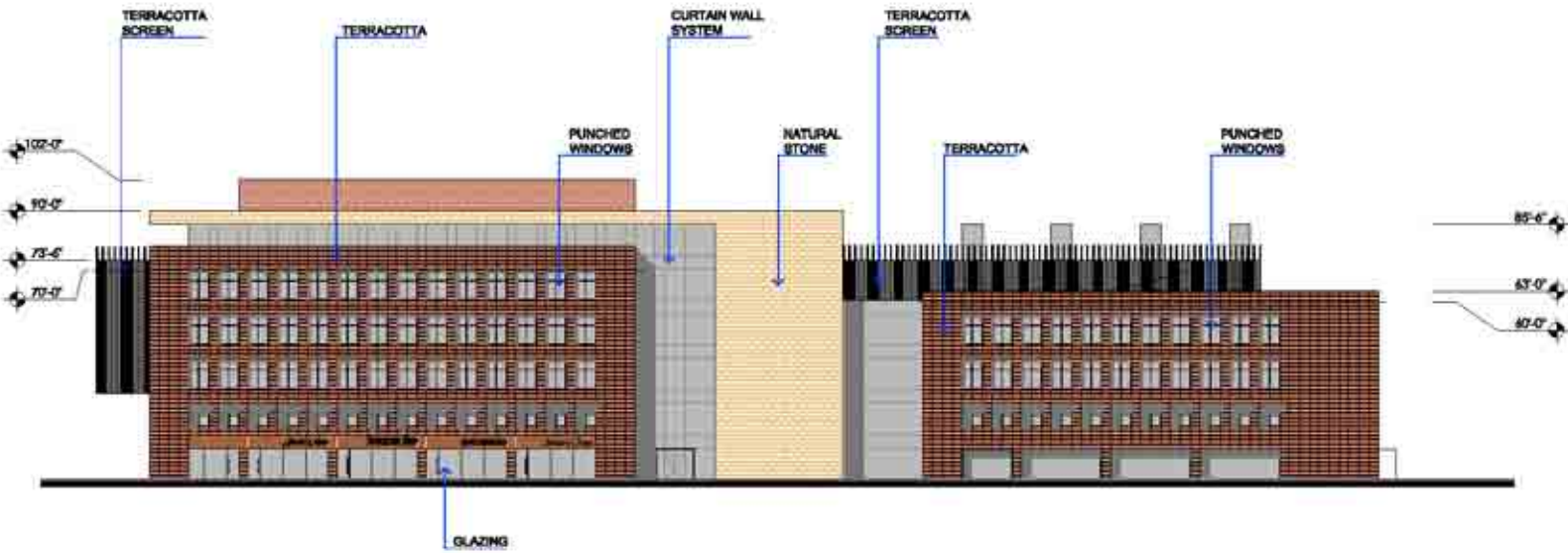
Blocks 33 & 34-- Building Sections



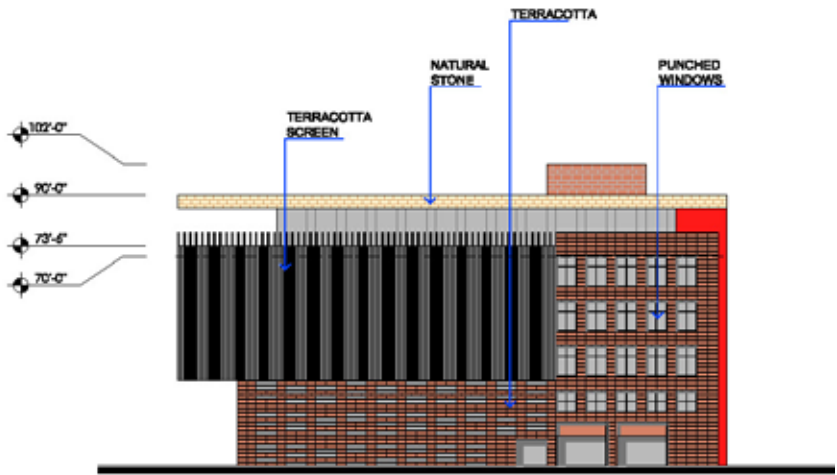
10 - North-South Sections- Block 33 + 34 - Red & Tangerine Buildings

Block Development

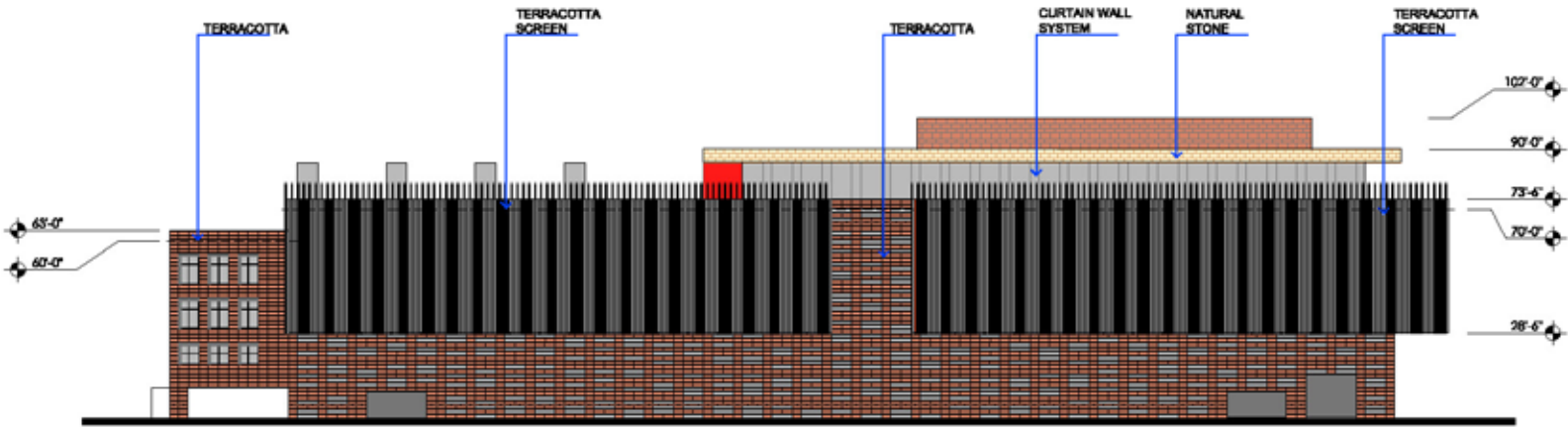
Building Elevations- Block 33 - Red Building



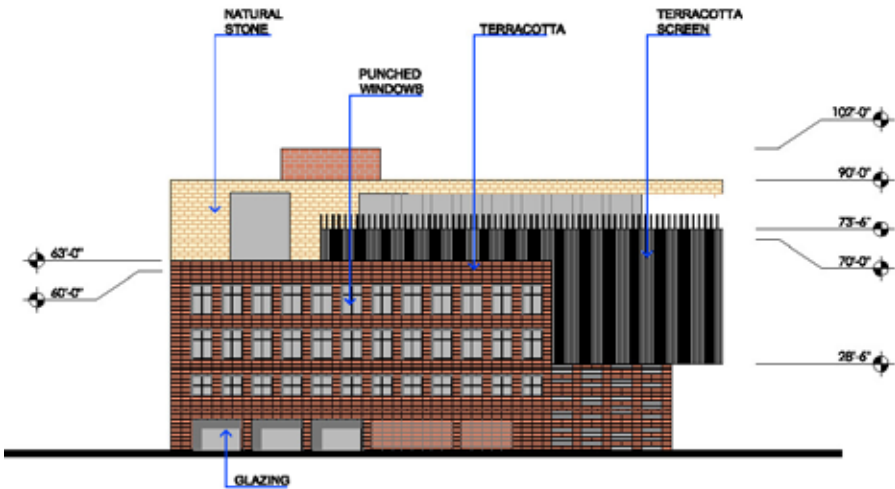
Block 33- Red Building- West Elevation: Third Street



Block 33- Red Building- North Elevation: 16th Street

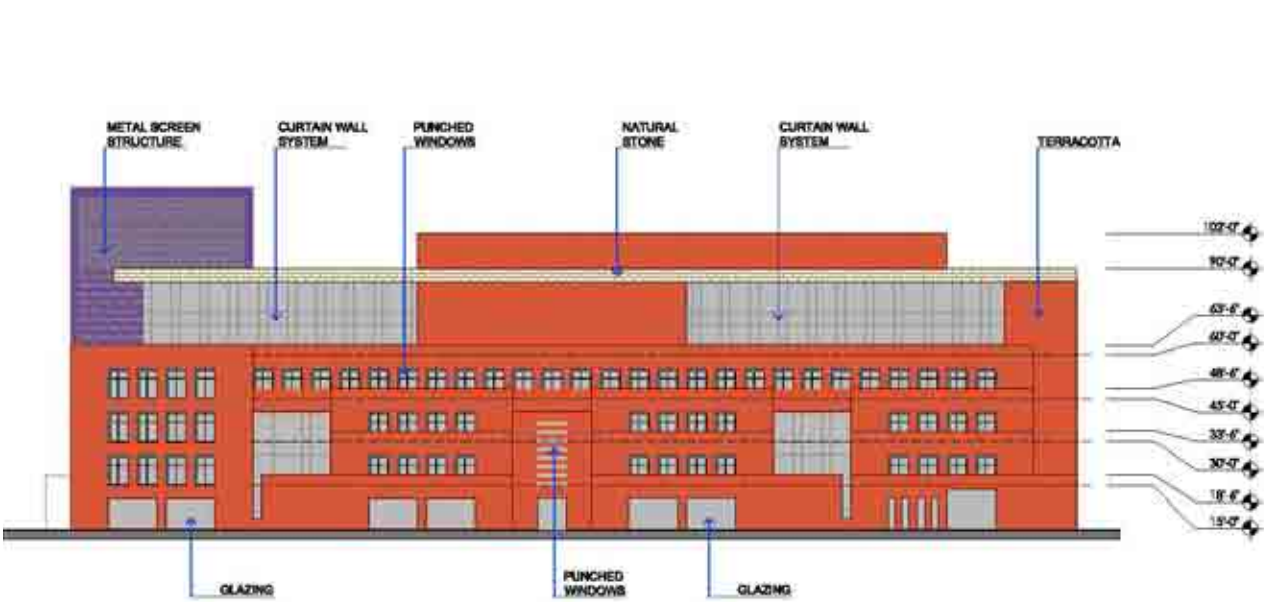


Block 33- Red Building- East Elevation: Illinois Street

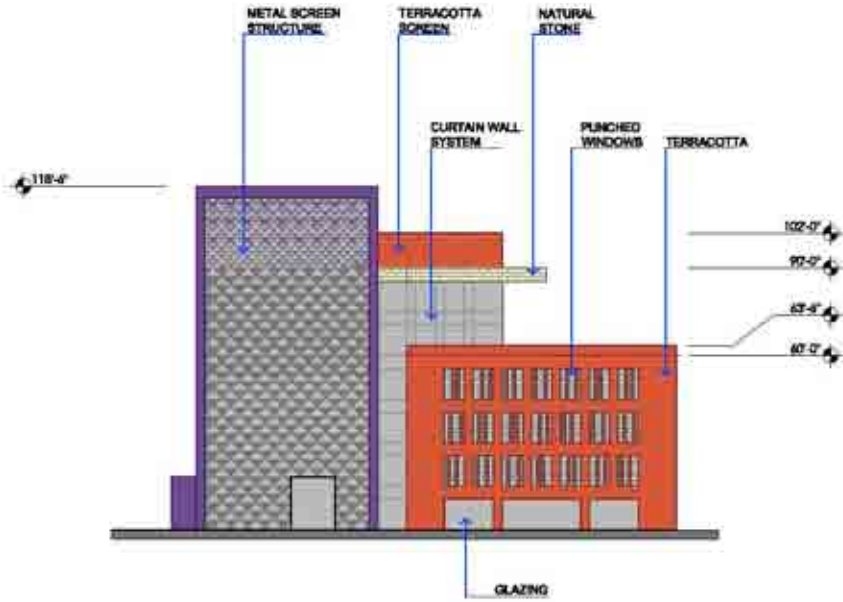


Block 33- Red Building- South Elevation: Mariposa Street

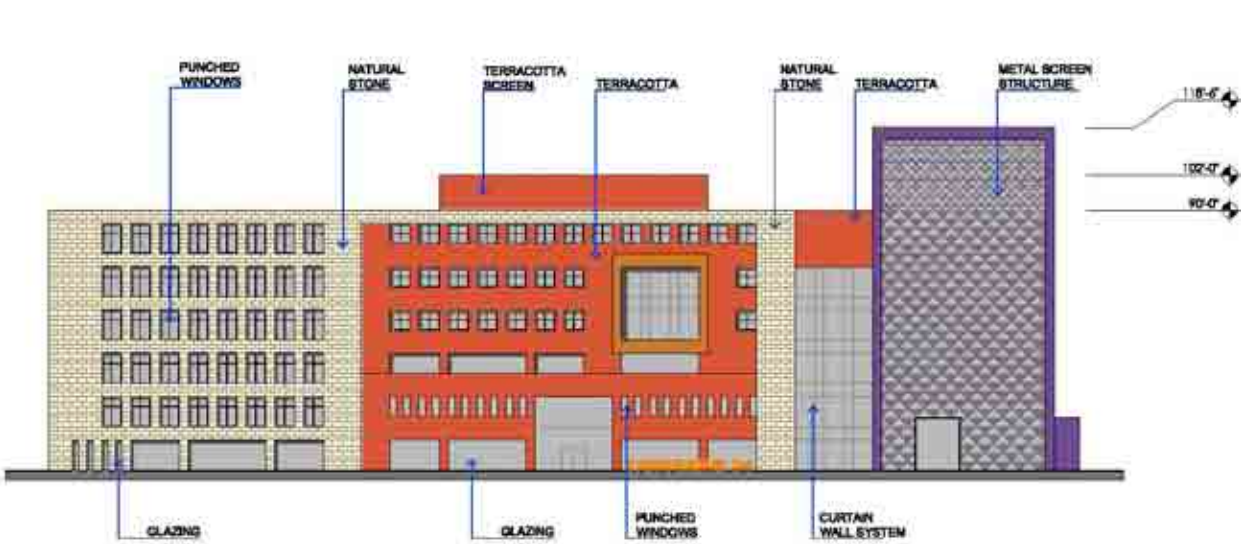
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



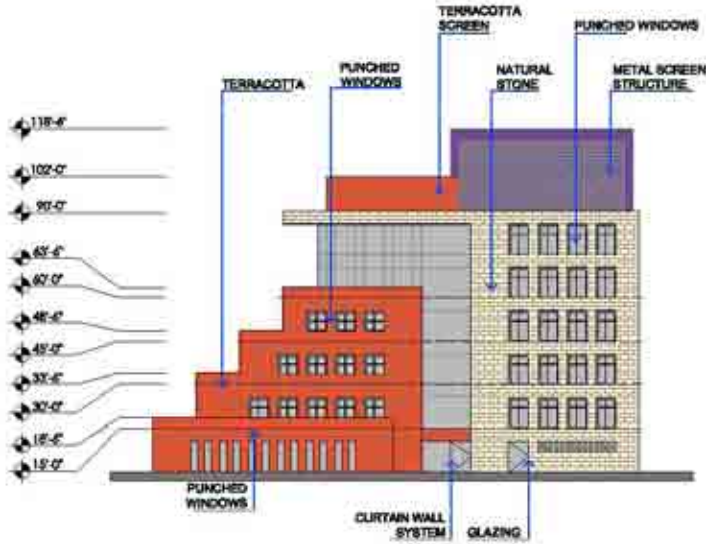
Block 34- Tangerine Building- East Elevation: Illinois Street



Block 34- Tangerine Building- South Elevation: Mariposa Street



Block 34- Tangerine Building- West Elevation: Third Street



Block 34- Tangerine Building- North Elevation

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.

Street Elevations & Perspectives

Street Frontage Elevation- Third Street



Block 26 - Pink

Block 27 - Jacaranda

2 - Block 26 Pink & Block 27 Jacaranda - Third Street Elevation



Block 26 - Pink

Block 27 - Jacaranda

Block 29 - Olive

Block 31 - Blue

Block 33 - Red

Block 34 - Tangerine

1 - Third Street Elevation - Overall

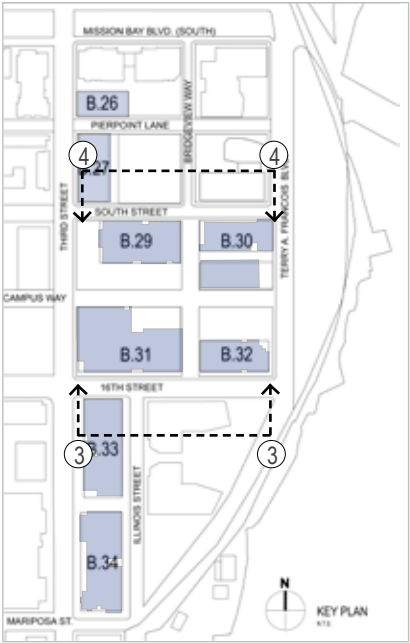
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



Block 30 - Purple

Block 29 - Olive

4 - South Street Elevation



Block 31 - Blue

Block 32 - Yellow

3 - 16th Street Elevation

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



Block 34 - Tangerine

Block 33 - Red

6 - Illinois Street Elevation



Block 33 - Red

Block 34 - Tangerine

5 - Third Street Elevation

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.

Street Elevations & Perspectives
Street Frontage Elevation- Terry A. Francois Blvd. & Third St.



Block 32 - Yellow

Block 30 - Purple

8 - Terry A. Francois Blvd. Elevation



Block 29 - Olive

Block 31 - Blue

7 - Third Street Elevation

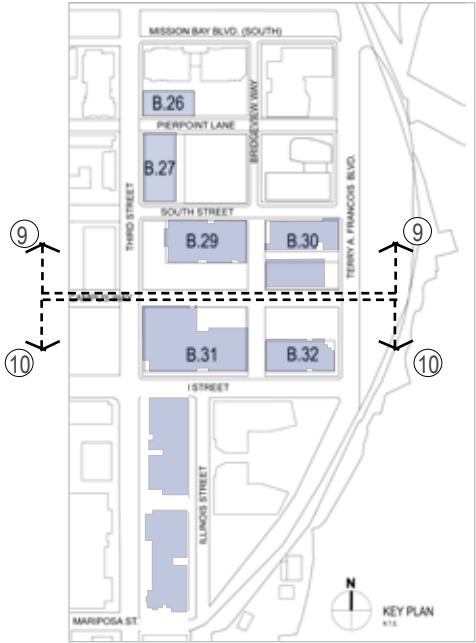
Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



Block 32 - Yellow

Block 31 - Blue

10 - Town Square Elevation Looking South



Block 29 - Olive

Block 30 - Purple

9 - Town Square Elevation Looking North

Note: Elevation design is indicative of general approach and will be further developed in subsequent design phases.



View of Blocks 26 & 27, the Pink and Jacaranda Buildings, Looking Southeast from Third Street



View of Blocks 26 & 27, the Pink and Jacaranda Buildings, Looking Northeast from Third Street

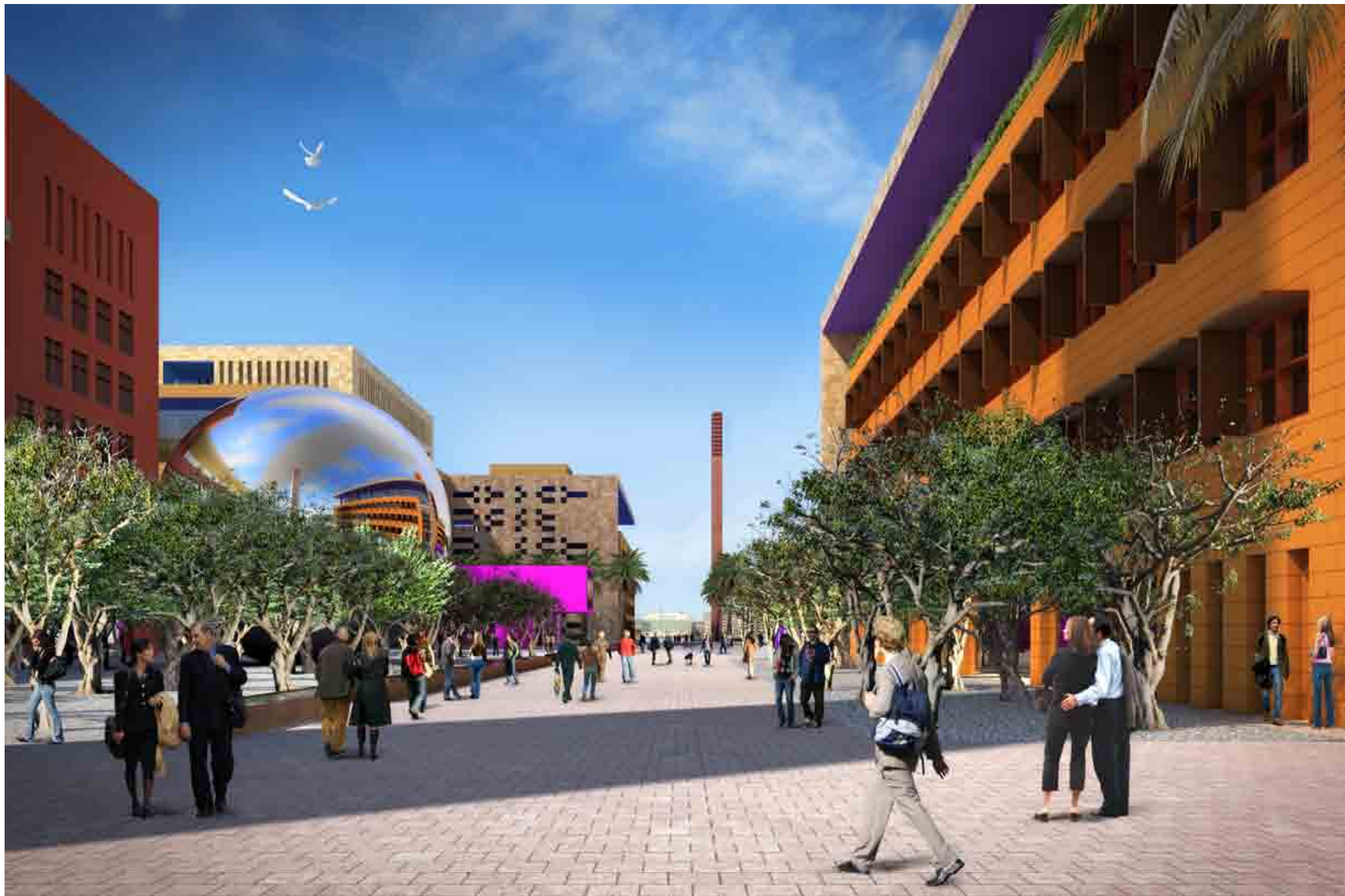


View of Blocks 26 & 27, the Pink and Jacaranda Buildings, Looking Northeast from Third Street



Note: Form of pylons is indicative only. Refer to architectural elevations for correct proportions.

View of Blocks 29 & 31, the Olive and Blue Buildings, Looking East from Third Street



View of Olive Grove in Town Square, Blocks 29-32, Looking West

Note: Form of pylons is indicative only. Refer to architectural elevations for correct proportions.



View of Town Square, Looking Northwest

Note: Form of pylons is indicative only. Refer to architectural elevations for correct proportions.



View of Third & Mariposa, to Block 34, the Tangerine Building, Looking Northeast



View of Town Square, with Farmers Market, Looking Southeast



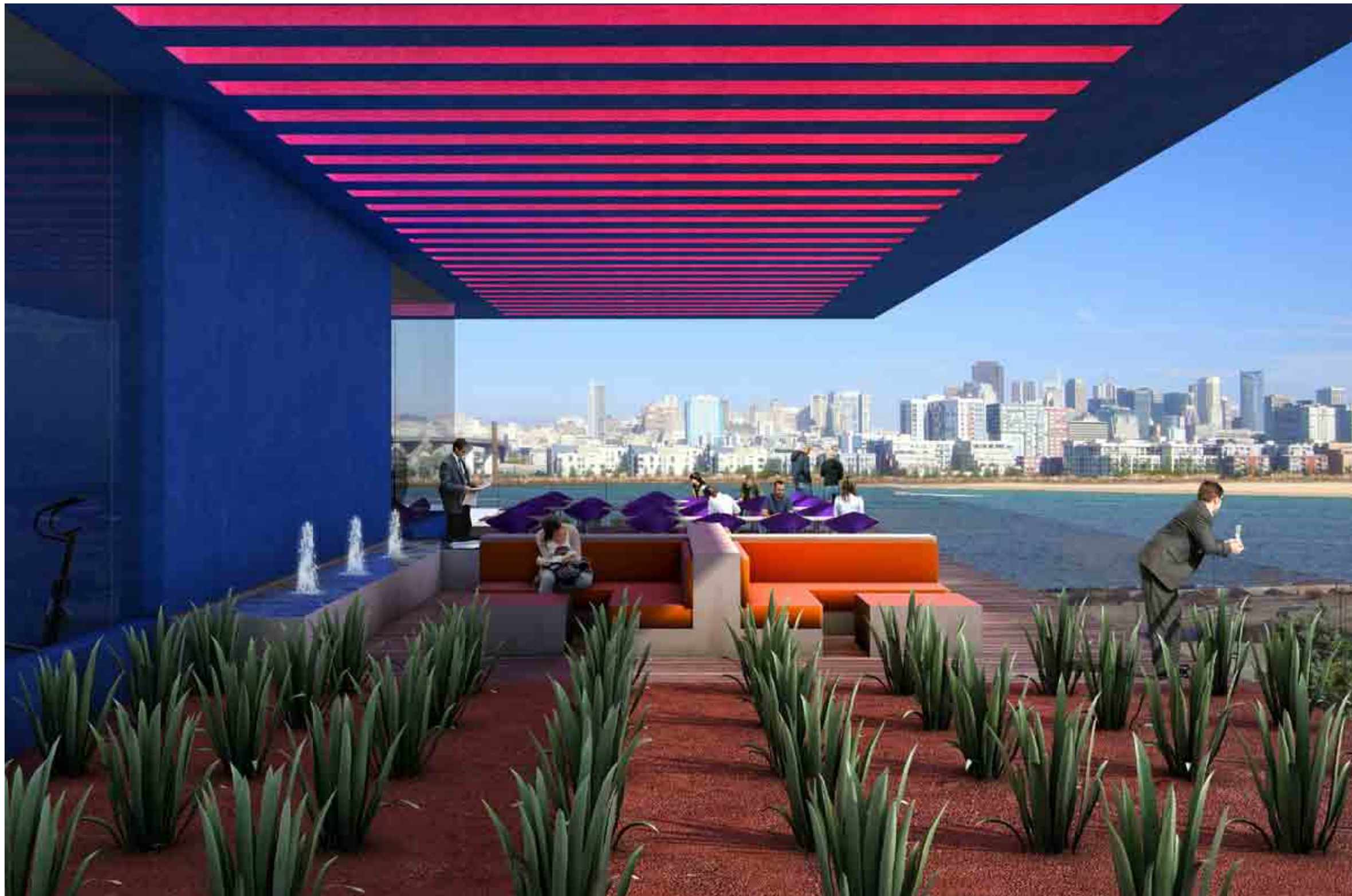
View of Town Square, Looking Southeast



View of Town Square, with Evening Concert, Looking Southeast



View of the Town Square in the Evening



View of Terrace, Block 32, the Yellow Building, Looking Northeast



View of Terrace, Block 32, the Yellow Building, Looking Southeast



View of Atrium, Block 27, The Jacaranda Building



View of Gym and Pool Area, Block 33, The Red Building, Looking Southeast



View from the Bay, Looking Southwest

Note: Form of pylons is indicative only. Refer to architectural elevations for correct proportions.

5. Infrastructure

Utility Infrastructure

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Transportation Infrastructure

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Roadway Sections	142
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Interior View of Atrium Block 27, Jacaranda Building

Recent infrastructure projects and planned infrastructure projects bordering and within the Blocks 26, 27, and 29 through 34 will result in new or improved roadways and new utilities that will service the project area:

- Construction of South Street, the proposed construction of Terry A. Francois Boulevard and 16th Street and the proposed reconstruction of Third Street surrounding Blocks 29 through 32.
- The proposed construction of Illinois Street and Mariposa Street and the proposed reconstruction of Third Street surrounding Blocks 33 and 34.

These roadway projects include the installation of new utility systems including:

- Separated sanitary sewer and storm drain systems
- Low Pressure Water mains
- High Pressure Water mains
- Reclaimed Water mains
- Gas mains
- Joint utility trenches containing telecommunications, telephone and electrical lines

Proposed utility systems bordering and within the project area are consistent with the South of Channel Infrastructure Plan or pending revisions thereto.

Low Pressure Water

The City's low pressure water (LPW) system is the primary supply for domestic use and fire suppression purposes. The new and proposed piping shown matches that identified as necessary in the LPW system master plan augmented with the existing LPW line on the east side of Third Street that was constructed by the City's Water Department. Proposed new lines include those in the following locations:

- Terry A. Francois Boulevard between South Street and 16th Street
- 16th Street between Third Street and Terry A. Francois Boulevard
- Illinois Street between 16th Street and Mariposa Street
- Mariposa Street between Third Street and Terry A. Francois Boulevard

As development plans proceed, site-specific analysis will be performed to confirm that the combination of existing and proposed piping and the connections built as part of the project area will adequately serve the development, especially with respect to required fire flow. New fire hydrants will be installed throughout the project area at required locations.

High Pressure Water

The City's high pressure water system (AWSS) is used for fire suppression only during a significant fire event. An AWSS main exists in Third Street along the entire project area frontage.

Reclaimed Water

The reclaimed water system within Mission Bay is intended to supply treated water for use in toilet systems and landscape irrigation. The existing reclaimed water system has been energized, on an interim basis, using supply from the low pressure water system pending the creation of a reclaimed water source.

The existing reclaimed water line in Third Street extends from the north to a point approximately 300 feet north of 16th Street. New reclaimed water lines will be installed in the following locations:

- In Third Street from 16th Street north approximately 300 feet to connect to the existing reclaimed water line.
- In Terry A. Francois Boulevard from South Street south to 16th Street.
- In Illinois Street from 16th Street south to Mariposa Street.
- In 16th Street from Third Street east to Illinois Street.

In 16th Street, between Illinois Street and Terry A. Francois Boulevard, an existing domestic water line is planned to be converted for use as a reclaimed water line.

Storm Drainage

Separate storm drains and sanitary sewers are being installed in the south of channel area of Mission Bay replacing the existing combined sewer system within the area. Existing separate storm drain lines exist in Mission Bay Boulevard South, South Street, 16th Street, Third Street north of 16th Street, and Terry A. Francois Blvd. north of South Street. New storm drain lines will be installed in the following locations:

- Third Street south of 16th Street
- Illinois Street
- Terry A. Francois Boulevard south of South Street.

Storm drainage runoff from the project area north of Blocks 31 and 32 will be conveyed northerly to an existing treatment facility located in Park P21. Storm drainage runoff from the project area south of Blocks 29 and 30 will be conveyed to a proposed new treatment and pumping facility to be constructed in Park P23.

Very heavy storms will fill the underground storm sewer system to capacity and result in “overland” flows. During these times the excess storm water flow will be conveyed via the network of streets and channels to San Francisco Bay, as indicated in the storm drainage master plan documents. Overland flow from north of 16th Street will flow to an existing outlet into the Bay located at Mission Bay Boulevard South. Overland flow from the project area south of 16th Street will flow to a new outlet into the Bay to be constructed along Terry A. Francois Boulevard opposite Park P24.

Sanitary Sewer

To help reduce sanitary sewer overflow into the Bay during rainfall events, the south of channel area of Mission Bay includes the separation of storm and sanitary sewer systems. The project area includes the installation of separate sanitary sewers as indicated in the sanitary sewer master plan documents that will provide sanitary sewer service to all parcels within the project area.

Existing sanitary sewer lines have recently been installed in South Street, in Mission Bay Boulevard South, and in 16th Street between Illinois Street and Terry A. Francois Boulevard.

In 16th Street, between Third Street and Illinois Street, an existing combined sewer line is planned to be converted for use as a new sanitary sewer line. Additionally, new sanitary sewer lines will be installed in Terry A. Francois Boulevard between South Street and 16th Street and in Illinois Street between 16th Street and Mariposa Street.

Joint Trench Utilities

“Dry” utilities will be located in a common trench, including primary and secondary electric power, telephone, CATV, police and fire alarm conductors, high speed data communications (fiber optics), municipal telemetry lines and similar utilities. Secondary power for street lighting will also be located in the joint trench.

Joint trench has previously been installed in Third Street, South Street, Mission Bay Boulevard South, Illinois Street, and Terry A. Francois Boulevard north of the project area. Additional new joint trench will also be installed in the following locations:

- In Terry A. Francois Boulevard from South Street south to 16th Street
- In 16th Street between Third Street and Terry A. Francois Boulevard
- In Illinois Street between 16th Street and Mariposa Street
- In Mariposa Street between Third Street and Illinois Street

Natural Gas

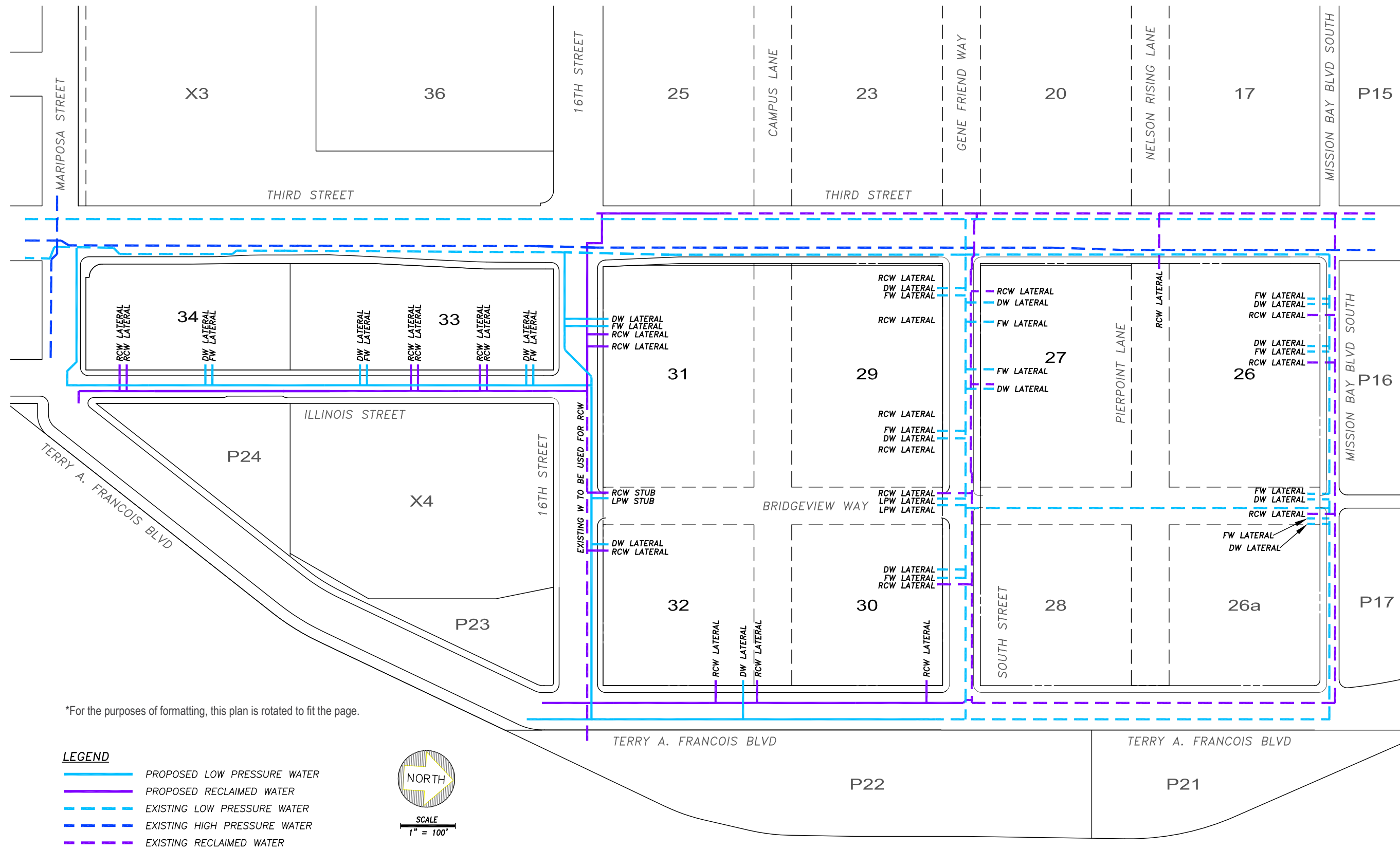
There are existing gas lines within the project area in Third Street, Illinois Street, Mariposa Street, Mission Bay Boulevard South, Terry A. Francois Boulevard north of South Street, in 16th Street between Third Street and Illinois Street and in South Street from Bridgeview Way west to Terry A. Francois Boulevard. Additional new natural gas lines will also be installed in the following locations:

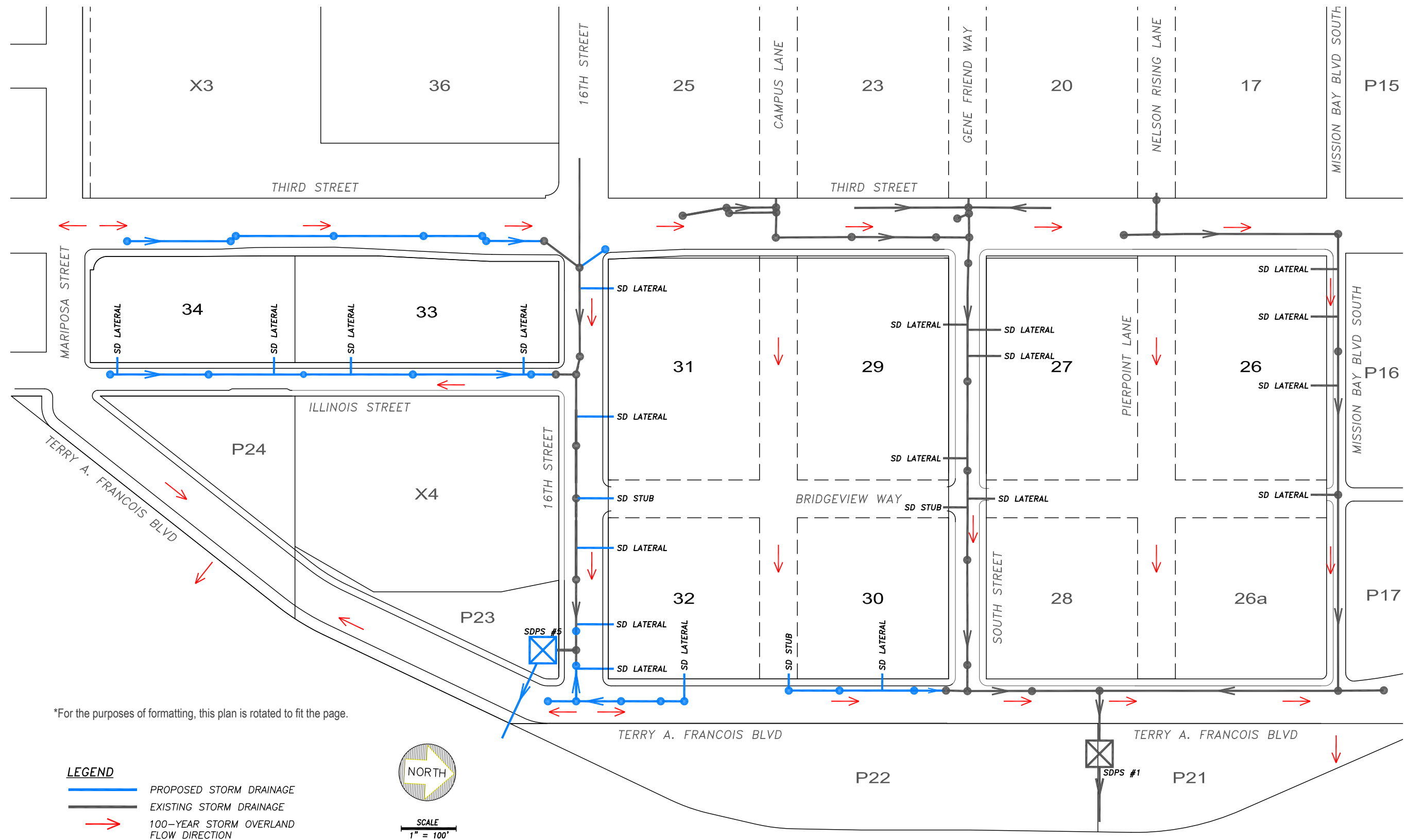
- In Terry A. Francois Boulevard from South Street south to 16th Street
- In 16th Street between Illinois Street and Terry A. Francois Boulevard
- In South Street from Third Street east to Bridgeview Way



Utility Plans - Sanitary







*For the purposes of formatting, this plan is rotated to fit the page.

Blocks 26 & 27

A. Roadway Improvements

To serve Development Blocks 26 & 27 and the larger transportation needs of the Mission Bay South Project Area, existing public streets around these blocks will require improvements as identified in the Mission Bay South Infrastructure Plan. In addition, new public streets will be built in the vicinity of these Blocks. All the circulation improvements are consistent with the transportation measures contained in the Mission Bay Final Subsequent EIR Mitigation Monitoring and Reporting Program. The roadway improvements adjacent to Blocks 26 & 27 are as follows:

Third Street

Third Street is an existing north-south street that accommodates Muni’s Third Street Light Rail Transit service in its median plus two travel lanes each way and exclusive left-turn lanes at the intersections. The travel lanes are generally 10.5 to 11 feet wide, while the left-turn lanes are generally 10 feet wide. No on-street parking is allowed on Third Street. As part of this phase, a new 16-foot wide sidewalk will be built on the east side of the Third Street, adjacent to Blocks 26 & 27. An existing 12-foot wide sidewalk is located on the west side of the street.

The Mission Bay Plan includes Muni’s re-routing of the 22-Fillmore trolley coach line to access the Mission Bay South Area via 16th and Third Streets, to terminate at Mission Bay Boulevard South near the intersection of Third Street. Third Street will provide pedestrian access to the development in Blocks 26 & 27.

Bridgeview Way

Bridgeview Way is an existing north-south private street that extends from Mission Bay Boulevard to South Street. It accommodates one 11.6-foot wide travel lane each way plus an 8-foot wide parking lane on each side of the street. An existing parking garage building is located on the east side of Block 27 with access to/from Bridgeview Way. Bridgeview Way will provide pedestrian and emergency vehicle access to the development in Blocks 26 & 27.

Mission Bay Boulevard

Mission Bay Boulevard is a one-way east-west street couplet that links Terry A. Francois Boulevard and the parklands along the Bay (P21 and P22), with Park P10 at the intersection of Mission Bay Drive, Channel and Owens Street.

Between Third Street and Bridgeview Way, Mission Bay Boulevard has one 15-foot wide travel lane (to facilitate bicycle travel) and an 8-foot wide parking lane. An approximately 130-foot wide open space area (Park P16, The Commons) is located between Mission Bay Boulevard North and South in this section. Mission Bay

Boulevard South will provide pedestrian access to the development in Block 26.

Mission Bay Boulevard between Terry A. Francois Boulevard and the intersection of Mission Bay Drive, Channel and Owens Street is designated in the Mission Bay Plan as a Class III bicycle facility (a signed bicycle route with no separate striped lane, where vehicles and bicycles share the curb lane).

South Street

South Street is an existing east-west street that extends from Third Street to Terry A. Francois Boulevard and accommodates two travel lanes each way. The center travel lanes are 10.8 feet wide, while the curb lanes are 11 feet wide. No on-street parking is allowed on South Street. An existing 12.5-foot wide sidewalk is located on the north side of South Street, adjacent to Block 27. A new 12.5-foot wide sidewalk will be built on the south side of the street, adjacent to Block 29. An existing parking garage building is located on the east side of Block 27 with access to/from South Street, and a new parking garage building will be built on the north side of Block 30 with access to/from South Street as part of this phase. South Street will provide pedestrian and vehicular access to the development in Block 27.

B. Intersection Improvements

Mission Bay Boulevard South/ Third Street

This existing intersection is controlled by a traffic signal and accommodates Muni’s Third Street Light Rail service operating in the median on Third Street. The Mission Bay Boulevard South approach is single lane one-way eastbound. The northbound Third Street approach provides two through lanes and one shared through/ right-turn lane, while the southbound Third Street approach provides one exclusive left-turn lane, one through lane and one shared through/ right-turn lane. Signalized pedestrian crosswalks are provided across all four approaches.

South Street/ Third Street

This existing T-type intersection is controlled by a traffic signal and accommodates Muni’s Third Street Light Rail service operating in the median on Third Street. The South Street approach provides one exclusive westbound left-turn lane and one exclusive westbound right-turn lane. The northbound Third Street approach provides one through lane and one shared through/ right-turn lane, while the southbound Third Street approach provides one exclusive left-turn lane and two through lanes. Signalized pedestrian crosswalks are provided across all three approaches; the two crosswalks across Third Street provide access to Muni’s Light Rail service northbound and southbound station platforms located in the median of Third Street.

Mission Bay Boulevard South/ Bridgeview Way

This existing intersection is not equipped with traffic control devices. All approaches are single lane. Pedestrian crosswalks are not provided at this intersection.

South Street/ Bridgeview Way

This existing T-type intersection is not equipped with traffic control devices. A new approach will be built on the south side as part of Development Blocks 29 & 30 to provide service and emergency vehicle access to the core of Blocks 29 through 32. The South Street east-west approaches provide one shared left turn/ through lane and one shared through/ right-turn lane, while the Bridgeview Way north-south approaches are single lane. Pedestrian crosswalks are not provided at this intersection.

Blocks 29, 30, 31 & 32

A. Roadway Improvements

To serve Development Blocks 29 through 32 and the larger transportation needs of the Mission Bay South Project Area, existing public streets around these blocks will require improvements as identified in the Mission Bay South Infrastructure Plan. In addition, new public streets will be built in the vicinity of these Blocks. All the circulation improvements are consistent with the transportation measures contained in the Mission Bay Final Subsequent EIR Mitigation Monitoring and Reporting Program. The roadway improvements adjacent to Blocks 29 through 32 are as follows:

Third Street

Third Street is an existing north-south street that accommodates Muni’s Third Street Light Rail Transit service in its median plus two travel lanes each way and exclusive left-turn lanes at the intersections. The travel lanes are generally 10.5 to 11 feet wide, while the left-turn lanes are generally 10 feet wide. No on-street parking is allowed on Third Street. A new 16-foot wide sidewalk will be built on the east side of the Third Street, adjacent to Blocks 29 & 31. An existing 12-foot wide sidewalk is located on the west side of the street.

The Mission Bay Plan includes Muni’s re-routing of the 22-Fillmore trolley coach line to access the Mission Bay South Area via 16th and Third Streets, to terminate at Mission Bay Boulevard South near the intersection of Third Street. Third Street will provide pedestrian access to the development in Blocks 29 & 31.

Terry A. Francois Boulevard

Terry A. Francois Boulevard is an existing north-south street linking Mariposa Street with Third Street near the China Basin Channel that will be realigned to be adjacent to the east side of Blocks 30 &32. It accommodates two travel lanes plus a bicycle lane and a parking lane each way. The center travel lanes are 10 feet wide, while the curb lanes are 10.5 feet wide; the bicycle lanes are 5.5 feet wide and the parking lanes are 8 feet wide. As part of this phase, a new 12.5-foot wide sidewalk will be built on the west side of the street to provide pedestrian access to the development in Blocks 30 and 32.

Terry A. Francois Boulevard between Mariposa Street and Third Street is designated in the Mission Bay Plan as a Class II bicycle facility (a signed bicycle route with a separate striped lane for bicycles in the street travelway).

South Street

South Street is an existing east-west street that extends from Third Street to Terry A. Francois Boulevard and accommodates two travel lanes each way. The center travel lanes are 10.8 feet wide, while the curb lanes are 11 feet wide. No on-street parking is allowed on South Street. An existing 12.5-foot wide sidewalk is located on the north side of the street. A new 12.5-foot wide sidewalk will be built on the south side of the street, adjacent to Blocks 29 and 30. An existing parking garage building is located on the east side of Block 27 with access to/from South Street, and a new parking garage building will be built on the north side of Block 30 with access to/from South Street as part of this phase. South Street will provide pedestrian and vehicular access to the development in Blocks 29 and 30.

16th Street

16th Street is an existing east-west street that extends from the west edge of the Mission Bay South Plan Area at Seventh Street to Third Street. It will be extended and reconstructed between Third Street and Terry A. Francois Boulevard to accommodate two travel lanes plus one bicycle lane each way, with an eastbound/ westbound left-turn lane located in the center of the street. The eastbound and westbound curb lanes will be 12 feet wide, while the travel lane closest to the center will be 11 feet wide; the center left-turn lane will be 12 feet wide and the bicycle lanes will be six feet wide. No on-street parking will be allowed on 16th Street. A 10-foot wide sidewalk will be built on the north side of 16th Street, adjacent to Blocks 31 and 32, and a 10-foot-wide sidewalk will be provided on the south side of the street adjacent to Block 33. Third Street will provide pedestrian and vehicular access to the development in Blocks 31 and 32.

16th Street between Seventh Street and Terry A. Francois Boulevard is designated in the Mission Bay Plan as a Class II bicycle facility (a signed bicycle route with a separate striped lane for bicycles in the street travelway).

B. Intersection Improvements

South Street/ Third Street

This existing T-type intersection is controlled by a traffic signal and accommodates Muni’s Third Street Light Rail service operating in the median on Third Street. The South Street approach provides one exclusive westbound left-turn lane and one exclusive westbound right-turn lane. The northbound Third Street approach provides one through lane and one shared through/ right-turn lane, while the southbound Third Street approach provides one exclusive left-turn lane, two through lanes. Signalized pedestrian crosswalks are provided across all three approaches; the two crosswalks across Third Street provide access to Muni’s Light Rail service northbound and southbound station platforms located in the median of Third Street.

16th Street/ Third Street

This existing intersection is controlled by a traffic signal and will be reconstructed to incorporate a new approach on the east side between Development Blocks 31 & 33. The intersection accommodates Muni’s Third Street Light Rail service operating in the median on Third Street All four approaches will provide one exclusive left-turn lane, one through lane and one shared through/ right-turn lane. Signalized pedestrian crosswalks will be provided across all four approaches.

South Street/ Bridgeview Way

This existing T-type intersection is not equipped with traffic control devices. A new approach will be built on the south side as part of Development Blocks 29 & 30 to provide service and emergency vehicle access to the core of Blocks 29 through 32. The South Street approaches provide one shared left turn/ through lane and one shared through/ right-turn lane, while the Bridgeview Way approaches are single lane. Pedestrian crosswalks are not provided at this intersection.

South Street/ Terry A. Francois Boulevard

This existing T-type intersection is controlled by a stop sign located on eastbound South Street; vehicular traffic on Terry A. Francois Boulevard is not controlled. The northbound Terry A. Francois Boulevard approach provides one shared left-turn/ through lane and one through lane, while the southbound Terry A. Francois Boulevard approach provides one through lane and one shared through/ right-turn lane. The South Street approach provides one exclusive eastbound left-turn lane and one exclusive eastbound right-turn lane. Pedestrian crosswalks are provided across all three approaches.

16th Street/ Illinois Street

This new T-type intersection will be controlled by a stop sign located on northbound

Illinois Street; vehicular traffic on 16th Street will not be controlled. The eastbound 16th Street approach will provide one through lane and one shared through/ right-turn lane, while the westbound 16th Street approach will provide one exclusive left-turn lane and two through lanes; the Illinois Street approach will be single lane. Pedestrian crosswalks will be provided across all three approaches.

16th Street/ Bridgeview Way

This new T-type intersection will not be equipped with traffic control devices. The eastbound 16th Street approach will provide one exclusive left-turn lane and two through lanes, while the westbound 16th Street approach will provide one through lane and one shared through/ right-turn lane; the Bridgeview Way approach will be single lane . Pedestrian crosswalks will not be provided at this intersection.

16th Street/ Terry A. Francois Boulevard

This new T-type intersection will be controlled by all-way stop signs located on all approaches. The northbound Terry A. Francois Boulevard approach will provide one shared left-turn/ through lane and one through lane, while the southbound Terry A. Francois Boulevard approach will provide one through lane and one shared through/ right-turn lane. The 16th Street approach will provide two exclusive eastbound left-turn lanes and one exclusive eastbound right-turn lane. Pedestrian crosswalks will be provided across all three approaches.

Blocks 33 & 34

A. Roadway Improvements

To serve Development Blocks 33 & 34 and the larger transportation needs of the Mission Bay South Project Area, existing public streets around these blocks will require improvements as identified in the Mission Bay South Infrastructure Plan. In addition, new public streets will be built in the vicinity of these Blocks. All the circulation improvements are consistent with the transportation measures contained in the Mission Bay Final Subsequent EIR Mitigation Monitoring and Reporting Program. The roadway improvements adjacent to Blocks 33 & 34 are as follows:

Third Street

Third Street is an existing north-south street that accommodates Muni’s Third Street Light Rail Transit service in its median plus two travel lanes each way and exclusive left-turn lanes at the intersections. The travel lanes are generally 10.5 to 11 feet wide, while the left-turn lanes are generally 10 feet wide. No on-street parking is allowed on Third Street. A new 16-foot wide sidewalk will be built on the east side of the Third Street, adjacent to Blocks 33&34. A new 12'-wide sidewalk will be provided by others on the west side of the street. Third Street will provide pedestrian access to the development in Blocks 33 & 34.

Illinois Street

Illinois Street is an existing north-south street linking Mariposa Street with 16th Street that will be reconfigured to accommodate one 12-foot wide travel lane plus one 8-foot wide parking lane each way. As part of this phase, a new 10.5-foot wide sidewalk will be built on the west side of the street to provide pedestrian access to the development in Blocks 33 and 34. A new parking garage building will be built on Block 33 with access to/from Illinois Street as part of this phase. Illinois Street will provide pedestrian and vehicular access to the development in Blocks 33 & 34.

Mariposa Street

Mariposa Street is an existing east-west street that extends from the west edge of the Mission Bay South Plan Area at Pennsylvania Street to Terry A. Francois Boulevard. As part of this phase it will be widened approximately 14 feet between Third Street and Terry A. Francois Boulevard to accommodate two travel lanes each way plus an eastbound/ westbound left-turn lane located in the center of the street. The eastbound and westbound curb lanes will be 14 feet wide, while the travel lane closest to the center will be 10 feet wide; the center left-turn lane will be 12 feet wide. No on-street parking will be allowed on Mariposa Street. As part of this phase, a new 10-foot wide sidewalk will be built on the north side of Mariposa Street, adjacent to Block 34. There will be no pedestrian or vehicular access to Blocks 33 and 34 from Mariposa Street.

B. Intersection Improvements

16th Street/ Third Street

This existing intersection is controlled by a traffic signal and will be reconstructed to incorporate a new approach on the east side between Development Blocks 31 and 33. The intersection accommodates Muni’s Third Street Light Rail service operating in the median on Third Street All four approaches will provide one exclusive left-turn lane, one through lane and one shared through/ right-turn lane. Signalized pedestrian crosswalks will be provided across all four approaches.

16th Street/ Illinois Street

This new T-type intersection will be controlled by a stop sign located on northbound Illinois Street; vehicular traffic on 16th Street will not be controlled. The eastbound 16th Street approach will provide one through lane and one shared through/ right-turn lane, while the westbound 16th Street approach will provide one exclusive left-turn lane and two through lanes; the Illinois Street approach will be single lane. Pedestrian crosswalks will be provided across all three approaches.

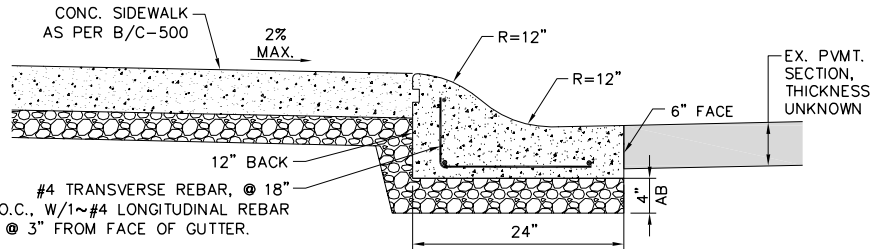
Mariposa Street/ Third Street

This existing intersection is controlled by a traffic signal and will be reconstructed to incorporate a 14-foot widening of Mariposa Street. The intersection accommodates Muni’s Third Street Light Rail service operating in the median on Third Street All four approaches will provide one exclusive left-turn lane, one through lane and one shared through/ right-turn lane. Signalized pedestrian crosswalks are already provided across all four approaches.

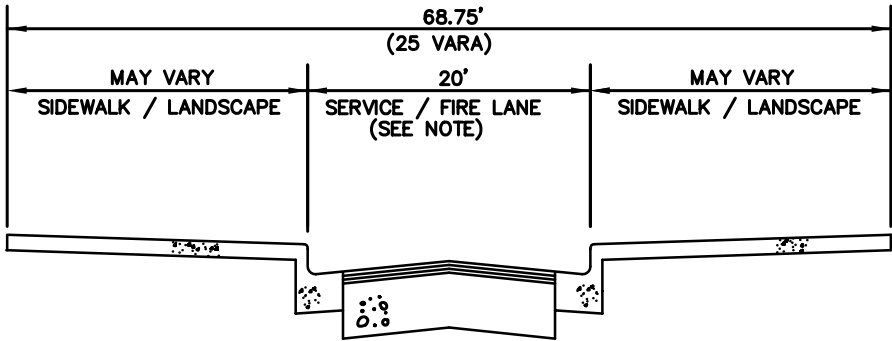
Mariposa Street/ Illinois Street/ Terry A. Francois Boulevard

This existing intersection will be controlled by all-way stop signs located on all approaches. The eastbound Mariposa Street approach will provide one shared left-turn/ through lane, one through lane and one shared through/ right-turn lane, while the westbound Terry A. Francois Boulevard approach will provide one shared left-turn/ through lane and one shared through/ right-turn lane; the Illinois Street approaches will be single lane. Pedestrian crosswalks will be provided across all four approaches; the two crosswalks across Third Street provide access to Muni’s Light Rail service northbound and southbound station platforms located in the median of Third Street.

Transportation Infrastructure
Roadway Sections

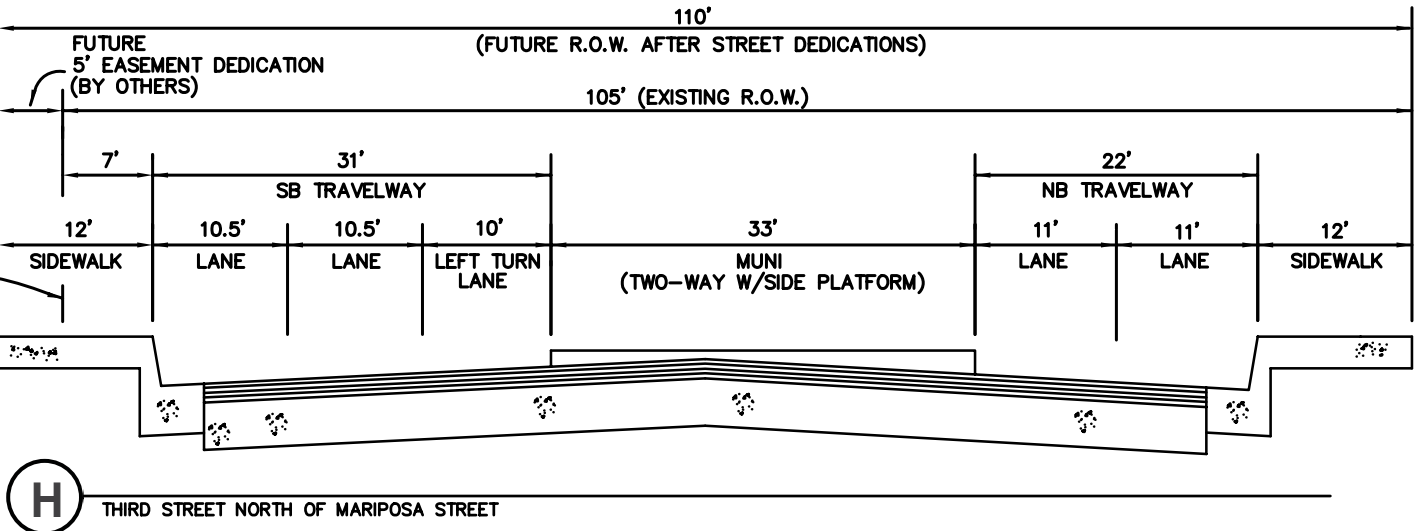
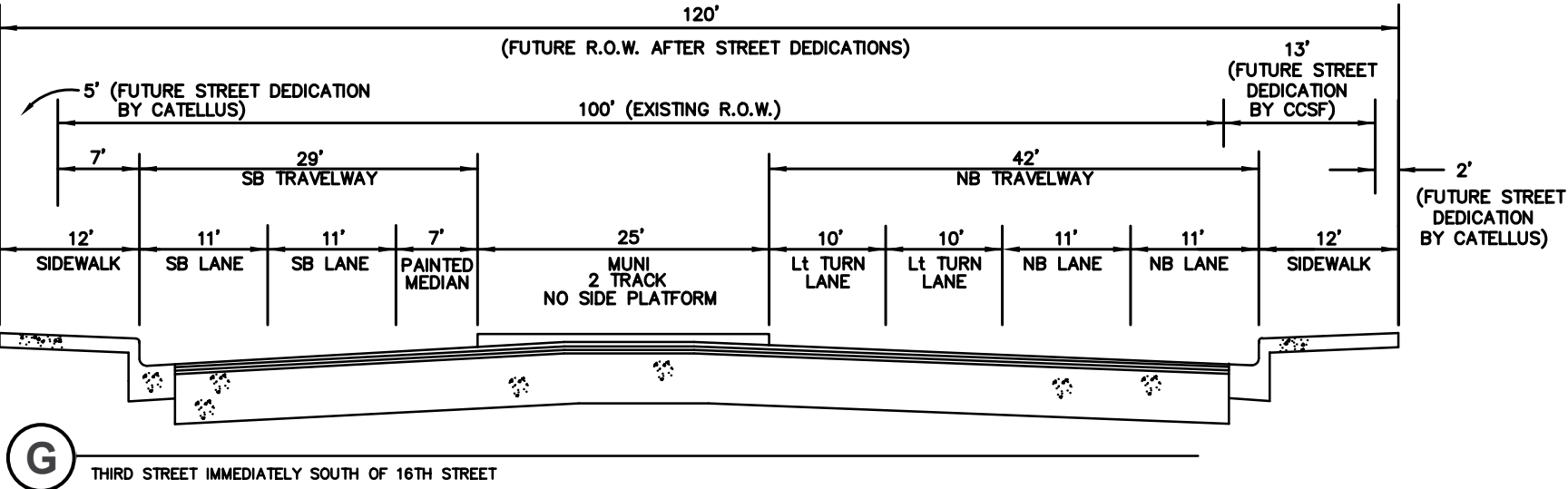
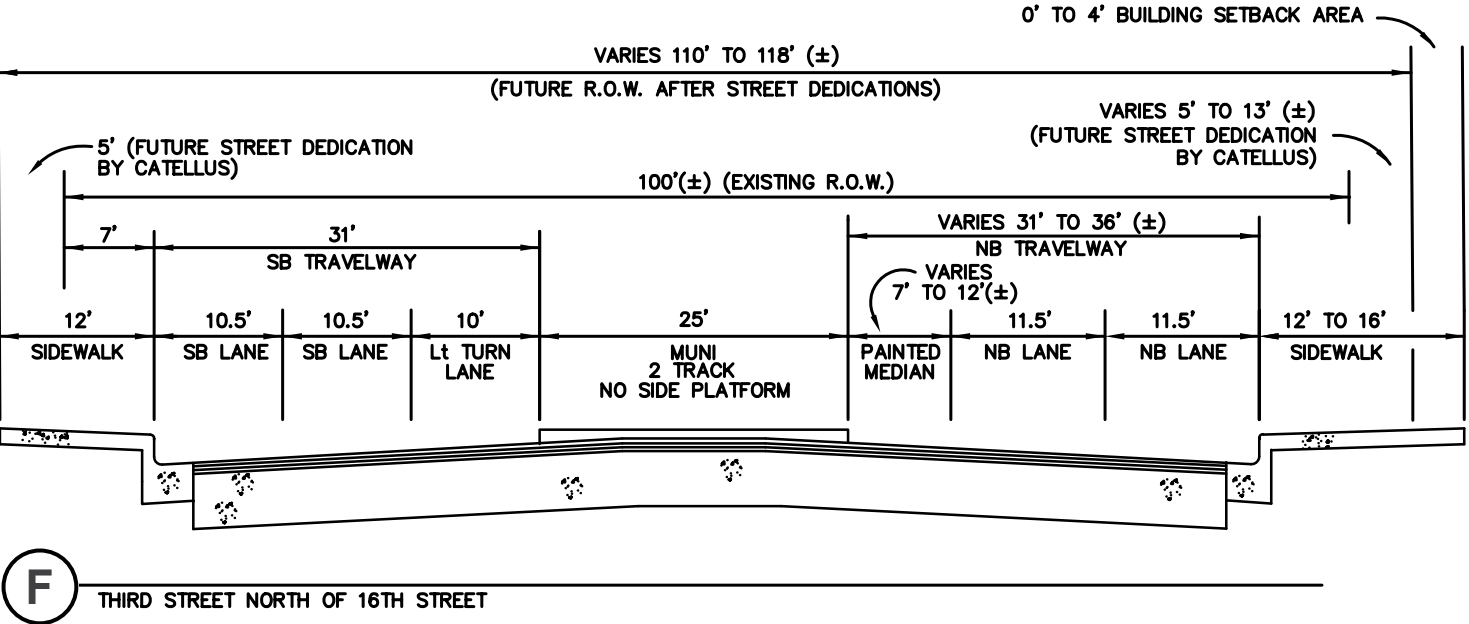


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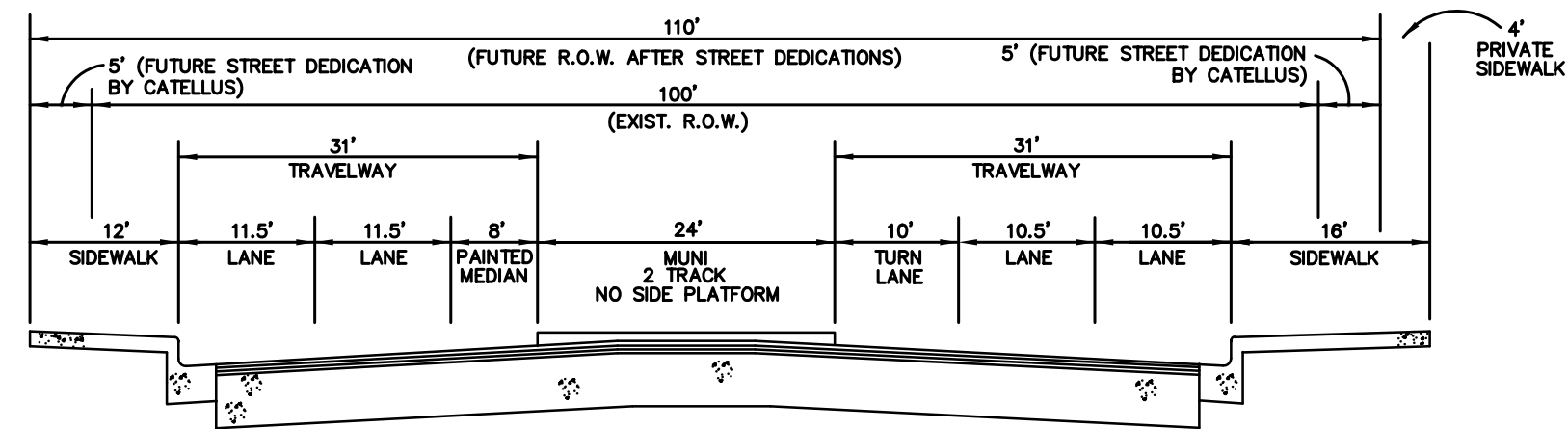
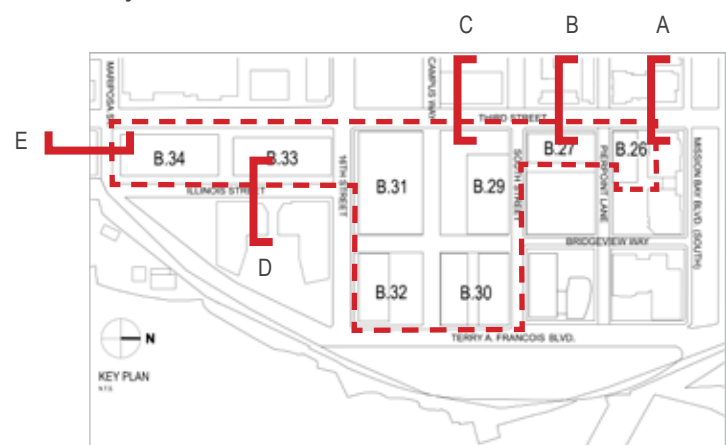
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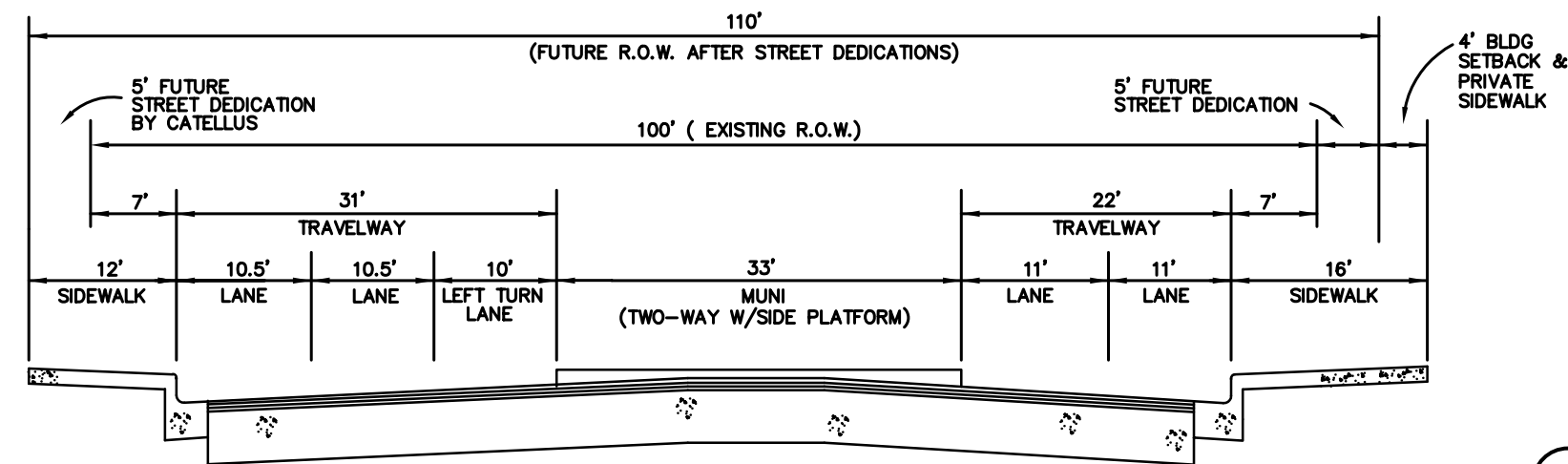


Source: Mission Bay South Infrastructure Plan Revised 02/16/04

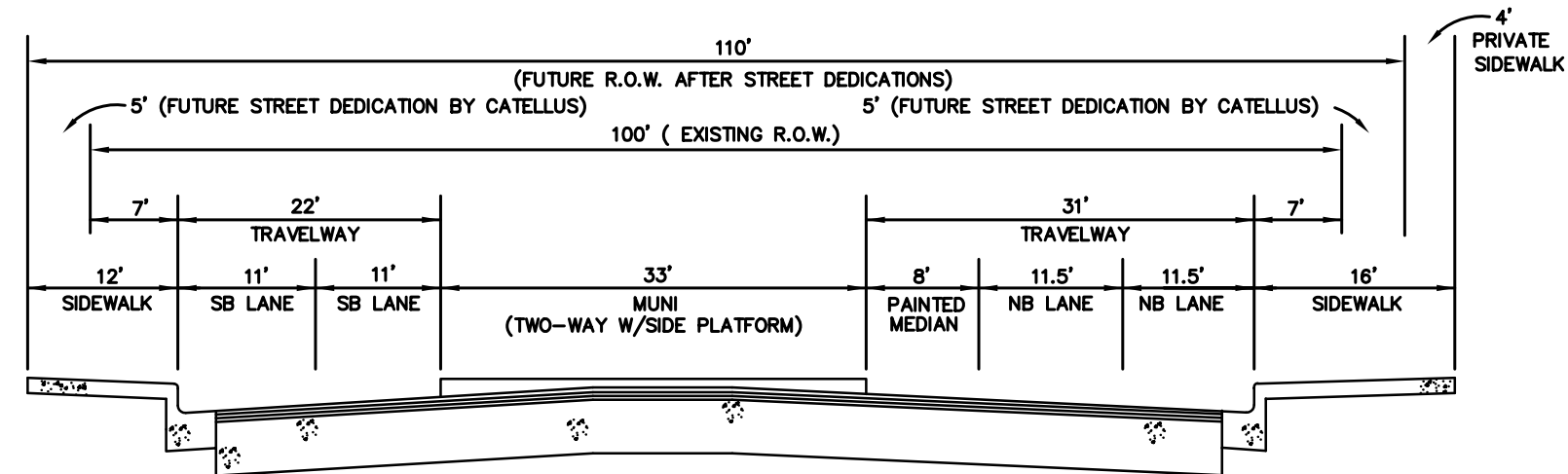
Transportation Infrastructure
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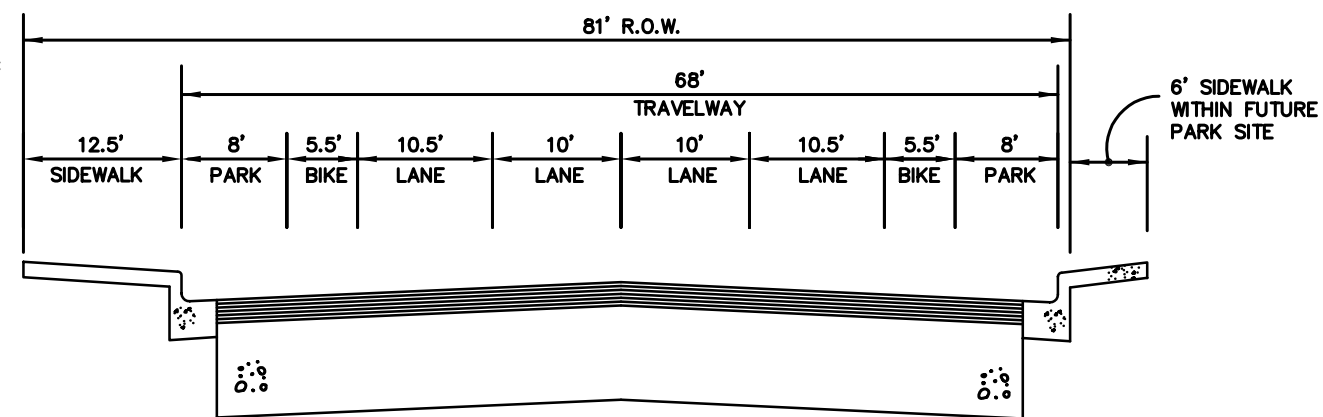
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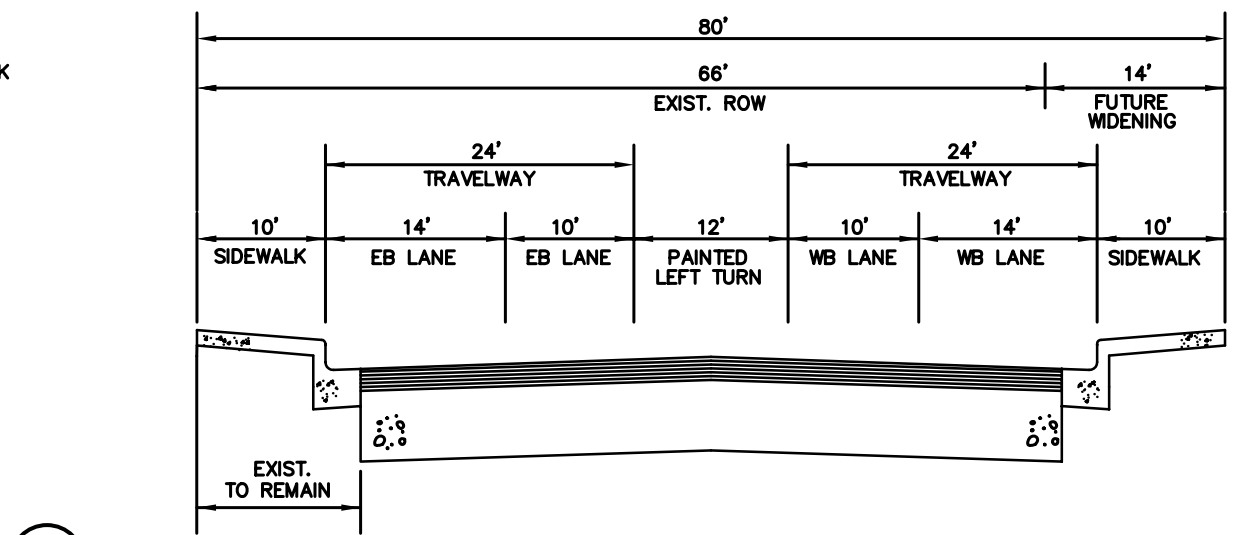
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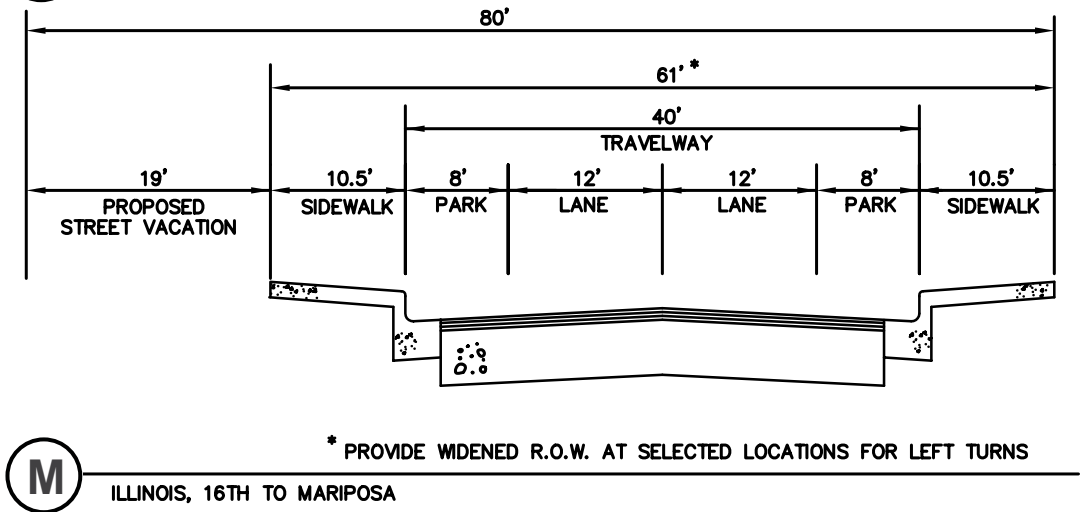
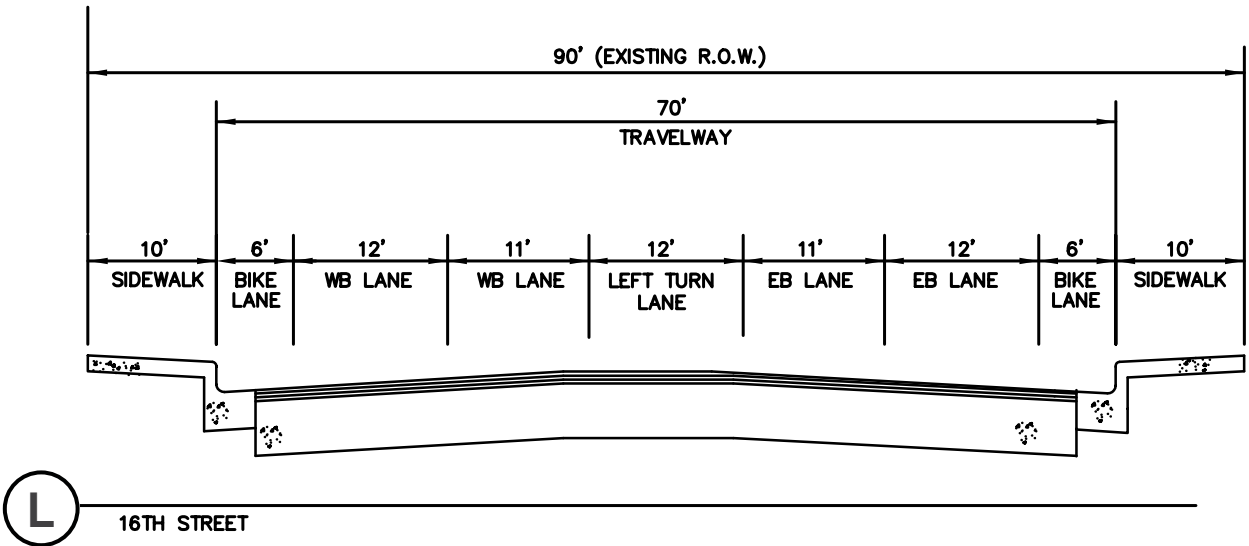
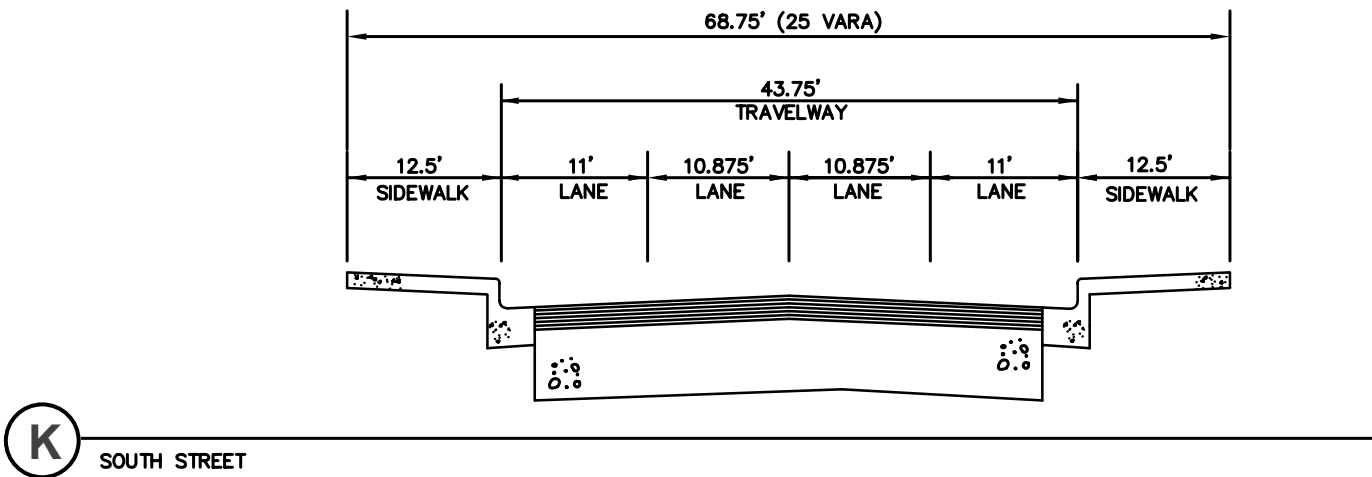
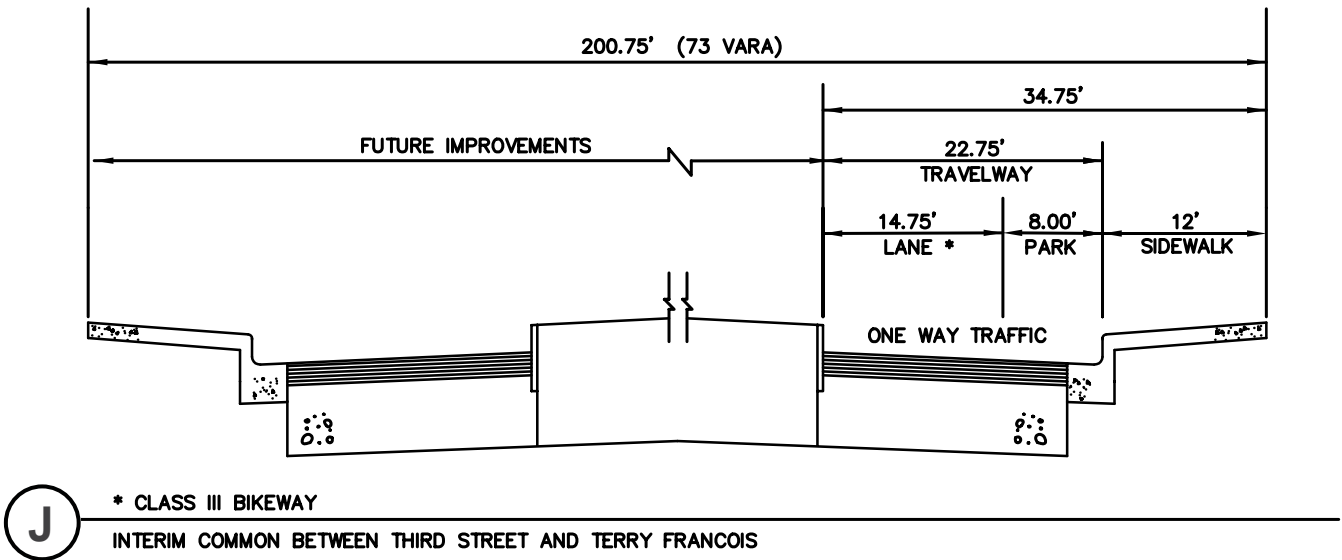
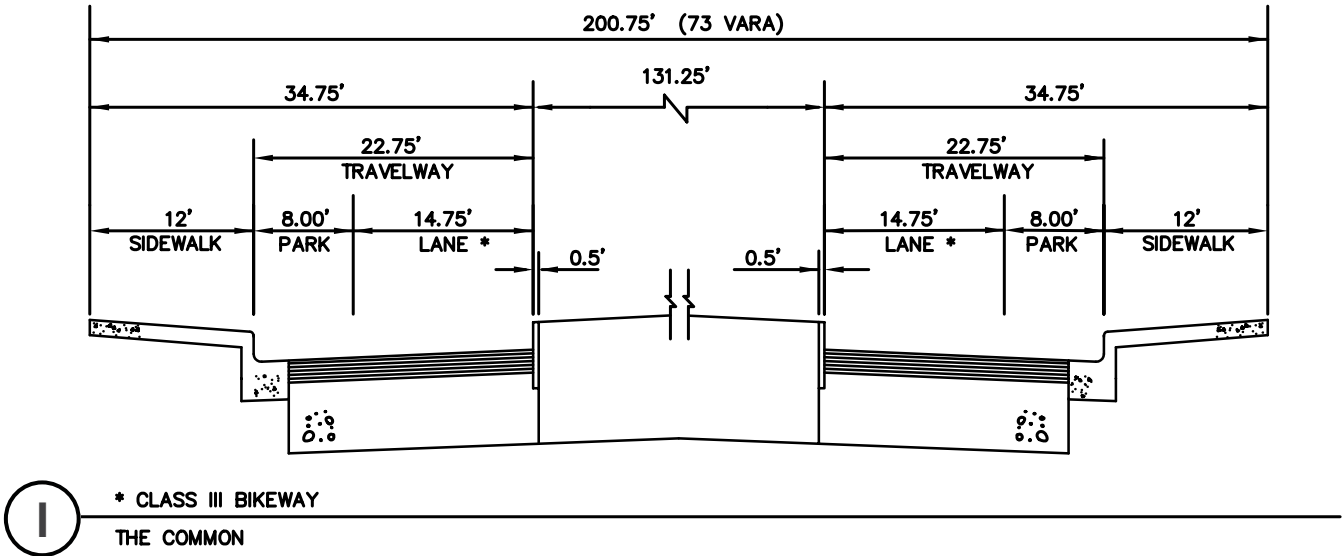
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T. FRANCOIS BLVD -MIDDLE SECTION



E MARIPOSA STREET

Source: Mission Bay South Infrastructure Plan Revised 02/16/04

Transportation Infrastructure
Roadway Sections



Source: Mission Bay South Infrastructure Plan Revised 02/16/04

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View from the Bay

1. INTRODUCTION

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by Flad Architects to conduct additional Pedestrian Wind Testing for the proposed Mission Bay Global Headquarters Complex in San Francisco, California. The original testing was performed to assess the wind environment on and adjacent to the project site in terms of pedestrian comfort and hazard relative to wind metrics specified in the San Francisco Planning Code Section 148. This Code deals specifically with massing and grade level conditions in the absence of landscaping in order to evaluate the massing.

The purpose of the current study is to evaluate project site comfort with the inclusion of landscaping, based on the intended use of pedestrian areas. In addition, the terraces on each of the study site buildings were assessed for comfort.

The study objective was achieved through wind tunnel testing of a 1:400 (1" = 33') scale model for the following two development configurations:

- Configuration A – Existing plus Project with Landscaping: proposed Mission Bay Global Headquarters Complex present with existing surrounding buildings and on-site street trees; and,
- Configuration B – Project plus Cumulative with Landscaping: proposed Mission Bay Global Headquarters Complex with existing surrounding buildings, as well as anticipated proposed buildings and on-site street trees.

The project site is located in the Mission Bay South Plan Area of San Francisco's downtown core. The development site is located on the east of Third Street, north of Mariposa Street, and south of Mission Bay Boulevard South adjacent to the San Francisco Bay. The proposed development area consists of Blocks 26 and 27, and 29 to 34 with a building on each block. The heights of the buildings range from approximately 90' to 185' tall, as well as several large artistic features in the open spaces between buildings and dense landscaping throughout the site and surrounding areas. This report summarizes the methodology of wind tunnel studies for pedestrian wind conditions, describes the RWDI pedestrian wind criteria, and presents the test results and conceptual wind control measures, where necessary.

The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site.

2. PRINCIPAL RESULTS

The results of the tests may be summarized as follows:

- Wind comfort for the proposed development was predicted to be acceptable at grade for most of the locations tested. Strong winds were recorded at several areas at the north end of the site as well as several building corners.

- Podium and roof level areas were generally windier than recommended for passive usage.
- All locations passed the wind criterion used to assess pedestrian wind safety.
- Wind control measures are recommended and described for the north end of the site at grade as well as many of the podium and roof levels.

Wind mitigation recommendations included in this study will be addressed during Schematic Design.

3. METHODOLOGY

The wind tunnel model included the proposed development and all relevant surrounding buildings and topography within a 1600 ft. radius of the study site. The mean speed profile and turbulence of the natural wind approaching the modelled area were also simulated in RWDI's boundary layer wind tunnel. The model was instrumented with 230 wind speed sensors to measure mean and gust wind speeds at a full-scale height of approximately 5 ft. These measurements were recorded for 36 equally incremented wind directions.

Wind statistics recorded at the San Francisco International Airport between 1948 and 2006 were analyzed for the Summer (May through October) and Winter (November through April) seasons. When all wind records are considered, winds from the west-northwest, west, northwest, and west-southwest directions are predominant in both the summer and winter.

Strong winds of a mean speed greater than 20 mph measured at the airport (at an anemometer height of 30 ft.) occur for 18.0% and 8.9% of the time during the summer and winter seasons, respectively. West- northwest, west, northwest, and west-southwest winds are prevalent in both seasons. Winds from these directions could potentially be the source of uncomfortable or even severe wind conditions, depending upon the site exposure or development design. The analysis methods have accounted for these and all wind directions.

Wind statistics from the San Francisco International Airport were combined with the wind tunnel data in order to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the RWDI criteria for pedestrian comfort and safety.

4. EXPLANATION OF CRITERIA

The RWDI wind criteria deal with both pedestrian safety and comfort, as they relate to the force of the wind. Thermal effects (e.g., temperature, humidity, sun/shade, wind chill, etc.) are not considered in these comfort criteria. Gust speeds over a short period are critical in some circumstances, particularly where winds are very

strong and pedestrians' footing and balance are involved. The mean wind speed can also affect pedestrian comfort in areas such as an outdoor cafe. The combined effect of mean and gust speeds can be quantified by a Gust Equivalent Mean (GEM) speed. GEM is the greater of either the mean speed, or the gust speed divided by 1.85, which is a gust factor typically used for wind comfort.

The GEM wind speed predicted for each test location on the model is compared to the RWDI wind criteria to determine pedestrian comfort, while the gust speed is used for the wind safety evaluation.

Comfort categories:

- Sitting: wind speeds up to 6 mph - Low wind speeds during which one can read a newspaper without having it blown away. Recommended for outdoor cafes and other amenity spaces that promote long term sitting.
- Standing: wind speeds up to 9 mph - Slightly higher wind speeds that are strong enough to rustle leaves. These wind speeds are appropriate at major building entrances, bus stops or other areas, such as a bench along a sidewalk, where people may linger but not necessarily sit for extended periods of time.
- Walking: wind speeds up to 12 mph - Winds that would lift leaves, move litter, hair and loose clothing. Appropriate for sidewalks, intersections, plazas, parks or playing fields where people are more likely to be active and receptive to some wind activity.
- Uncomfortable: wind speeds greater than 12 mph - The effects of wind speeds at this level range from small trees swaying and wind force being felt on the body to whole trees being in motion and inconvenience being felt when walking. Winds of this magnitude are considered a nuisance for most activities, but can be acceptable depending upon the season and use of an area.

These guidelines for wind force represent average wind tolerance. Regional differences in wind climate and variations in age, health, clothing, etc. can affect people's perception of the wind climate. Thermal effects, which as noted are not considered, also influence a person's comfort. For example, on very hot days, higher winds can be tolerated because the cooling effect of the wind would be considered pleasant. On colder days, people's tolerance of wind would be reduced due to wind chill, especially if they are unprepared or without appropriate clothing.

These criteria, developed by RWDI through research and consulting practice since 1974, have been published in numerous academic journals and conference proceedings (References 1 through 6 in Section 7). They have also been widely accepted by municipal authorities as well as by the building design and city planning community. RWDI's criteria have in the past been extensively used by several major cities around the world to supplement their environmental planning guidelines.

5. TEST RESULTS

The results at each wind measurement location are graphically depicted on a site plan in Figures 3a-1 through 4b-3.

In our discussion of anticipated wind conditions, reference may be made to the following generalized wind flows. Tall buildings tend to intercept the stronger winds at higher elevations and redirect them to the ground-level. Such a Downwashing Flow is often the main cause for wind accelerations around large buildings at the pedestrian-level. Also, when two buildings are situated side by side, wind flow tends to accelerate through the space between the buildings due to the Channelling Effect. If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.

All of the measurement locations passed the safety criterion. The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area. Sensor's 94 through 137, and 188 are sensors that are located outside of the project site and as such have not been included as part of this study.

The wind study has been instrumental in determining locations of outdoor activities and the landscaping features. Combined with solar shade analysis information comfortable outdoor activities in the pubic spaces will be achieved in the project. Further refinement will occur in the next design phase.

5.1 On-Site Grade Level (Locations 1 through 93, 138 through 180, 211, 243 through 247, 258, and 267)

Wind conditions suitable for walking are appropriate for sidewalks. Lower wind speeds conducive to standing are preferred at main entrances where pedestrians are apt to linger. At areas where passive activities are expected such as outdoor seating areas or café's, calm winds comfortable for sitting are considered appropriate.

In addition to the general categorization of wind comfort areas based on sidewalk and entrance locations, the architect has provided the sitting and standing area designations in image 3 for usages within the campus open space.

During the summer in the Existing plus Project with Landscaping Configuration (Figures 3a-1, 3a-2, and 3a-3), on-site wind conditions at grade were generally comfortable for sitting or standing in areas where passive activities are anticipated, and comfortable for walking or better at most walkways and sidewalks.

The wind conditions were favorable over the wide majority of the site at grade. Fifteen of the Sixteen designated standing areas in blue met or exceeded the wind categorization of standing for all seasons and configurations tested. The exceptions were at the B26 building entrance (Location 1). The strong winds

at the entrance were caused by winds from the west-northwest and northwest directions downwashing off the existing building to the north of the B26 building and accelerating through the covered area past the entrance. To improve wind conditions at Location 1, wind control measures will be incorporated during the next phase of the design. The study identified uncomfortable conditions at locations 3, 5 and 6. These are , however, in a public space outside of this Major Phase project development area.

For the sitting areas on the campus designated by the design team the wind conditions are very favorable based on the testing results. At the seating areas between B33 and B34, north of B32 and west of B30 (Locations 154 through 156) winds comfortable for sitting were measured for all seasons and configurations. There are some additional improvements that may be needed to achieve sitting conditions in the parts of the remaining designed sitting areas. These will be considered and coordinated with the SFRA during Schematic Design.

At the southwest corner of the B30 at Location 49, wind conditions were stronger than desired (comfortable for walking). Likewise, west of B30 (Locations 51, 244, and 245) winds comfortable for standing were measured in the summer. Wind barriers to slow the winds at grade up to eight to ten feet in height will be incorporated along the sitting corridor between the B29 and B30 buildings, arranged perpendicular to the north-south axis. Screens or hedges will take a form with an ideal porosity of the screen between 20 and 50% open.

In the sitting area to the south of Block 29, the measured wind conditions in the summer were mainly suitable for standing. Only Location 36 at the north side of the pylon feature had winds comfortable for sitting recorded all year. To improve the wind conditions in the area to suitable for sitting, additional grade level landscaping from eight to ten feet in height will be incorporated to block winds from the west to northwest. Likewise under the pergola at Location 246, a screen should be attached along the west side of this sitting area to improve wind conditions. Similarly, at Locations 2 and 14 on the north side of B26 grade level wind screens or vegetation are recommended to improve the wind speeds from being comfortable for standing to sitting in the summer against the prevailing west winds.

With the cumulative buildings in place (Figures 3b-1, 3b-2, and 3b-3), wind conditions were similar to those recorded in the Existing plus Project with Landscaping Configuration with the windy areas described above remaining windier than desired for the intended usage. Further wind mitigation will be incorporated in the next phase of the design. In the winter, wind conditions at essentially all grade level areas are the same category or better than the conditions measured in the summer. If the summer conditions are solved then the winter conditions will be solved as well. The results for the wind conditions for both configurations tested are given in Figures 4a-1 through 4b-3.

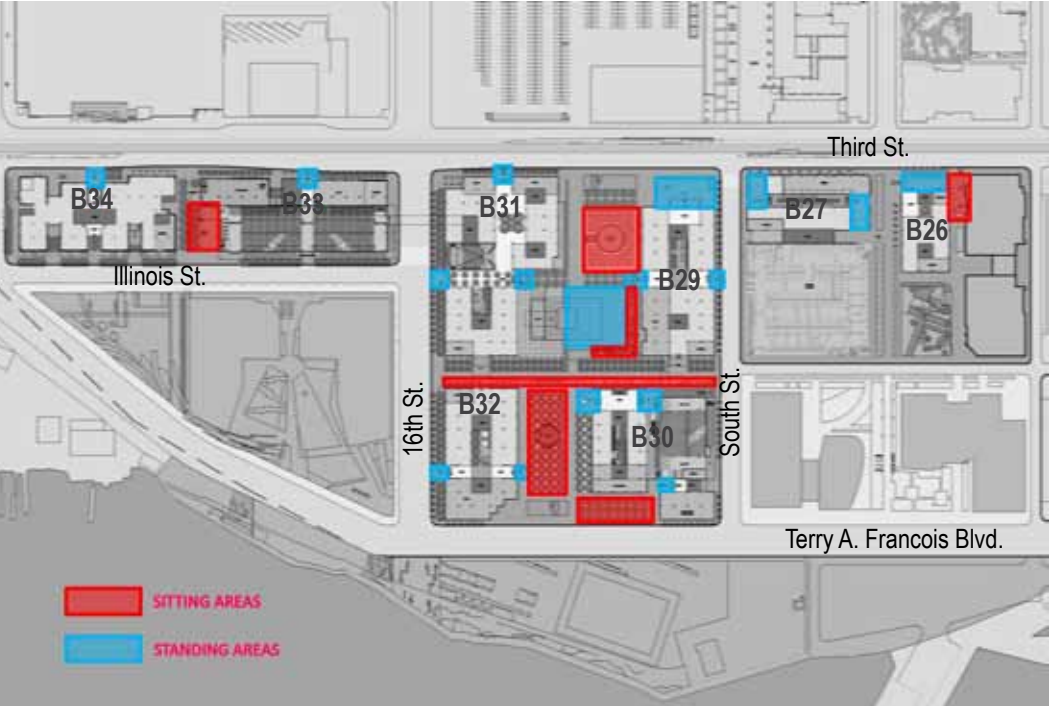


Image 3 – Designated Sitting and Standing Areas on Campus

5.2 Podium and Roof Levels (Locations 181 through 210, 212 through 242, 248 through 257, 259 through 266, 268 through 272, 273 and 274)

It is generally desirable for wind conditions on podium and roof level areas to be comfortable for sitting more than 80% of the time in the summer. During the winter, the area would not be used frequently and increased wind activity would be considered appropriate.

During the summer with and without the cumulative buildings in place, wind speeds on the podium and roof levels were generally comfortable for standing or walking which is windier than typically recommended. However, for each building there are sitting conditions in general on the east and south sides of the building, which is generally the sheltered leeward side from the predominant northwest quadrant winds. High glass railings or wind screens on the exposure north and west sides of the buildings are needed in general if it is desired to achieve sitting conditions on the terraces at least 80% of the time.

Block 34

Wind speeds on Block 34 were comfortable on the west (Location 183) and east (Locations 187 through 190, 195, and 196) roof levels during the summer. As the north and south roof level areas are windier than recommended, passive activities should be planned on the east roof area on windy days. Locations at the north end are exposed to the stronger winds and would benefit from tall glass railings (6 to 8 feet) or screens to reduce winds on the terraces if desired. Likewise sensors at Locations 192,193 and 197 at the south end of the building would benefit from wind screens to block western wind flows.

Block 33

The pool deck on the podium of B33 (Locations 149 through 152) as well as the west and north roof level areas (Locations 199 through 202, and 206 through 210) were comfortable for standing or walking during the summer. Wind conditions on the east roof level areas tended to be calmer with speeds comfortable for sitting. For the pool area, pedestrians will likely sit on the north side which is sheltered from the prevailing northwesterly winds on cooler days, while a breeze may be considered pleasant on hot days increasing usage of the southern end of the pool deck. Wind screens or a raised glass wall around the perimeter of the pool deck area would provide better conditions in general.

Block 31

Calm conditions were recorded on the south deck level of this building at Location 220 and the edge of the pedestrian bridge at location 219. All other roof level areas

including the pedestrian bridge to the Green 32 building tended to be windier (i.e. Comfortable for standing or walking), particularly at building corners. Screenwall mitigation measures may be desirable along the north and west sides and corners.

Block 32

The upper level terraces of B32 (Locations 222 through 228) are windier than recommended for an area with passive activities planned. However, the east roof levels (Locations 229 through 231) were very calm with respect to wind resulting in winds comfortable for sitting. Screenwall mitigation measures should be considered around the upper terrace level.

Block 30

The west and south roof areas were comfortable for sitting while stronger winds suitable for standing or walking were noted at the northeast roof area. With the exception of the northeast corner of the roof area, these wind conditions should be considered acceptable by patrons. Screenwalls should be considered at both ends of the corridor between Locations 237 and 240.

Block 29

Strong winds comfortable for standing or walking were recorded at almost all roof level areas on this building. The roof level of this building will likely be considered too windy for regular usage without wind mitigation.

Block 27

The west and south upper roof level of this building was windier than recommended with winds suitable for walking. Winds comfortable for sitting were recorded on the east side of the building at the roof level were calm resulting in a wind classification of sitting.

Block 26

Calm wind conditions were recorded on the roof levels of this building. Although there was not sufficient room on the south roof area for a pedestrian wind sensor, winds on this area are expected to be similar to other roof areas on this building with winds comfortable for sitting.

As discussed above wind control features could be considered by the design team. The features could consist of both horizontal and vertical features such as tall parapets, screen walls around the perimeter of the areas, wind screens arranged to shelter passive use areas, dense landscaping, and/or pergolas.

Appendix

Pedestrian Wind Conditions, Configuration A-
Summer, (May - October)



Fig.3a-1 (Not to Scale)

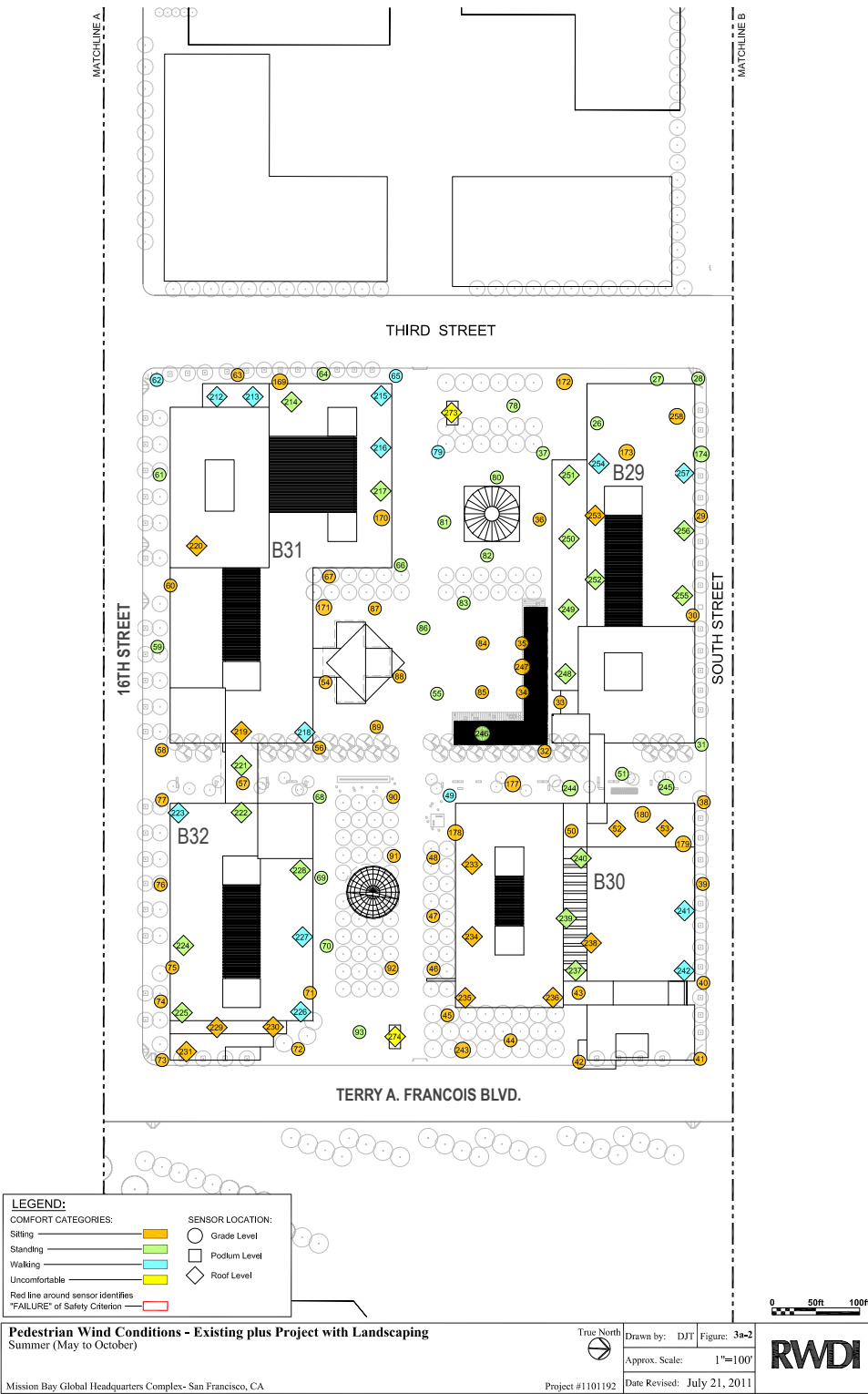


Fig.3a-2 (Not to Scale)

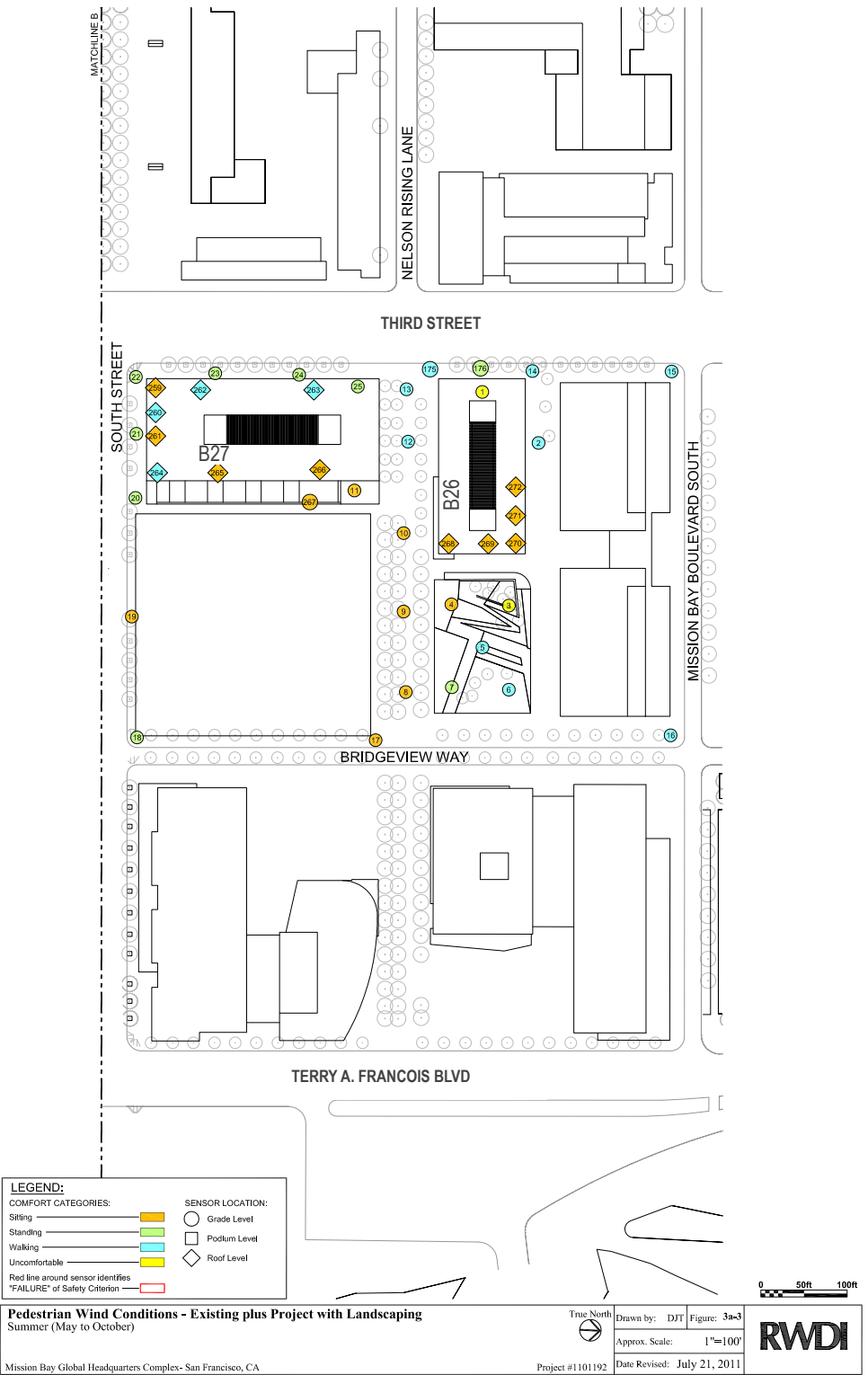


Fig.3a-3 (Not to Scale)

Appendix

Pedestrian Wind Conditions, Configuration B-
Summer, (May - October)



Fig.3b-1 (Not to Scale)

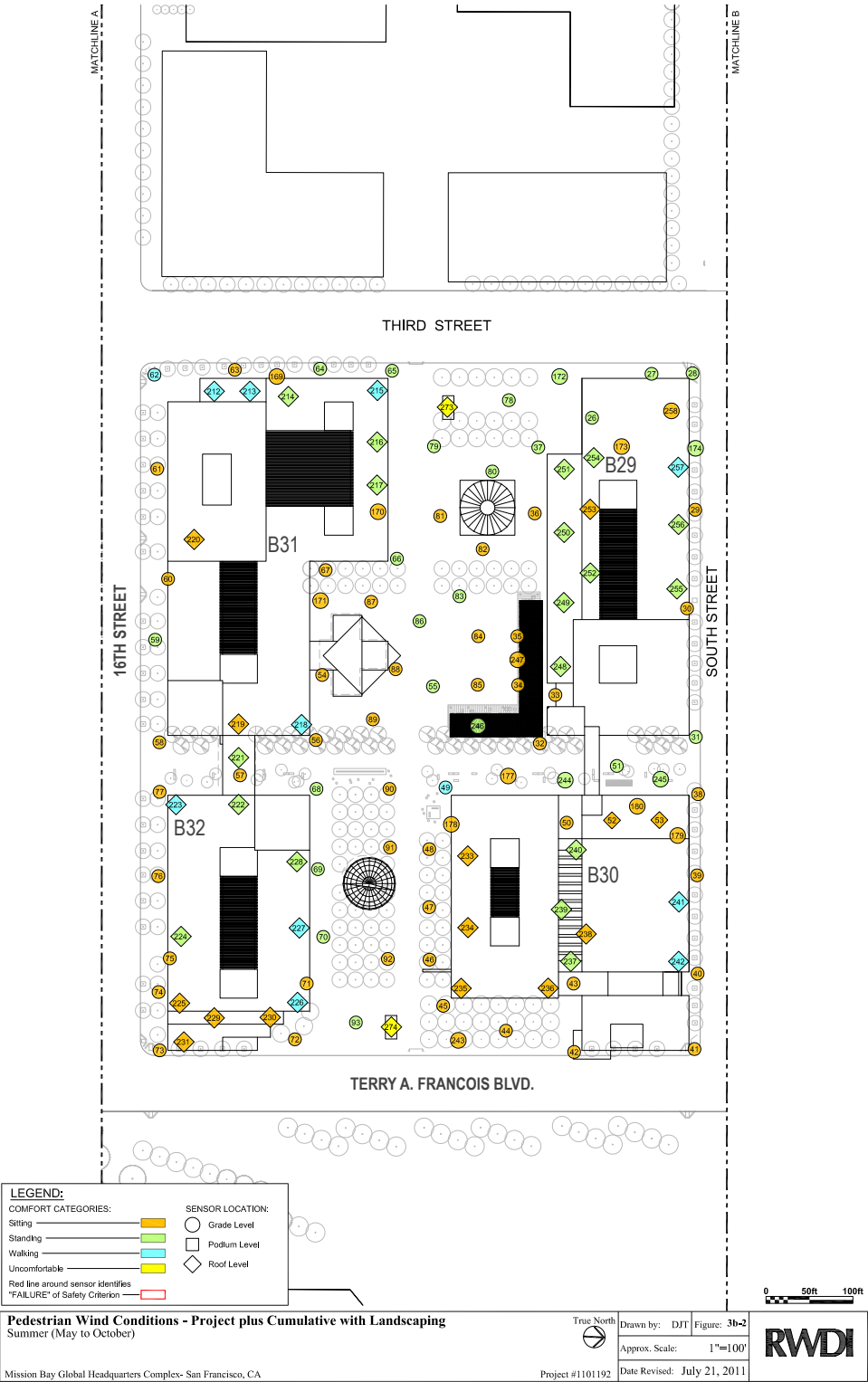


Fig.3b-2 (Not to Scale)

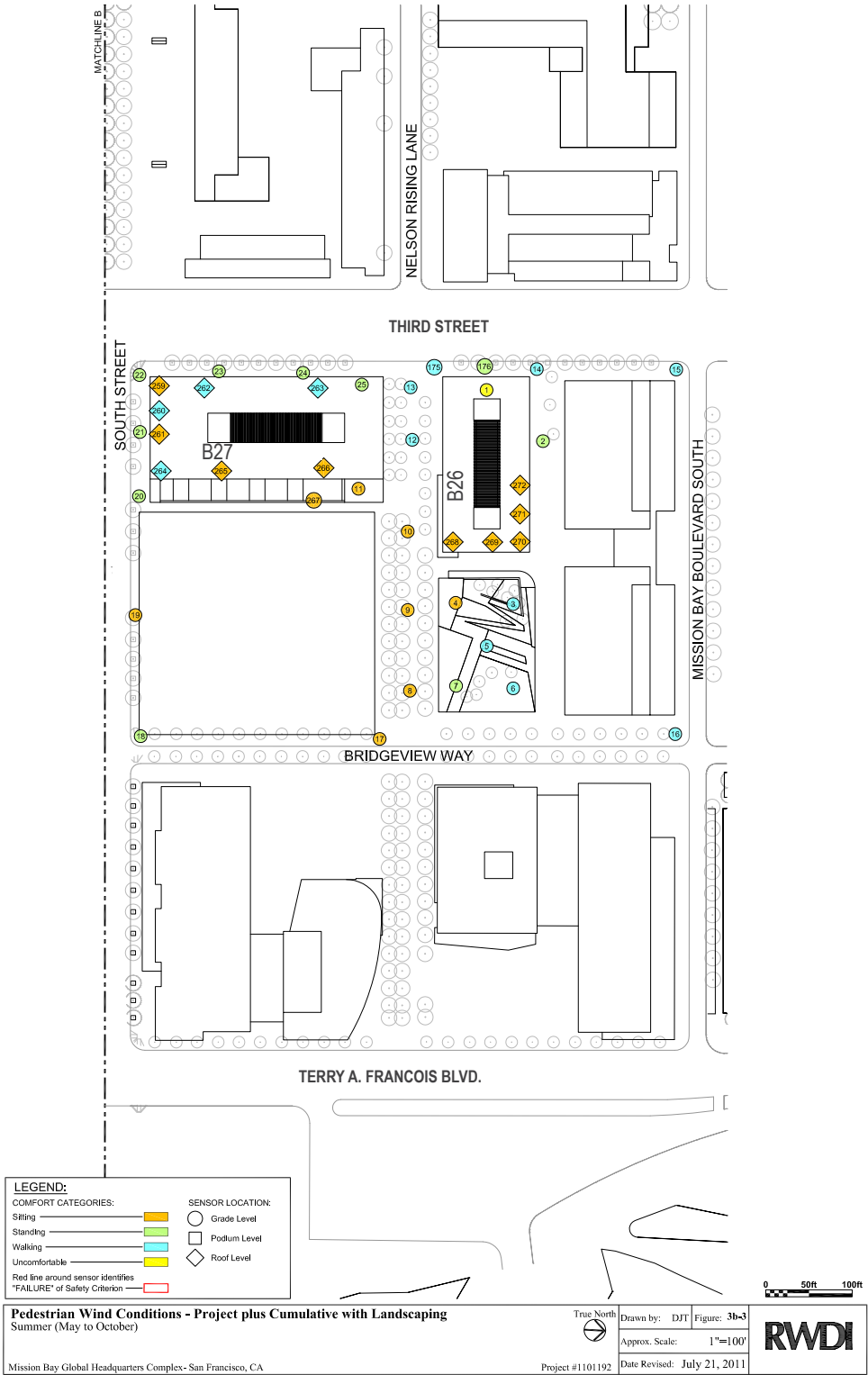


Fig.3b-3 (Not to Scale)

Appendix

Pedestrian Wind Conditions, Configuration A-
Winter, (November - April)



Fig.4a-1 (Not to Scale)

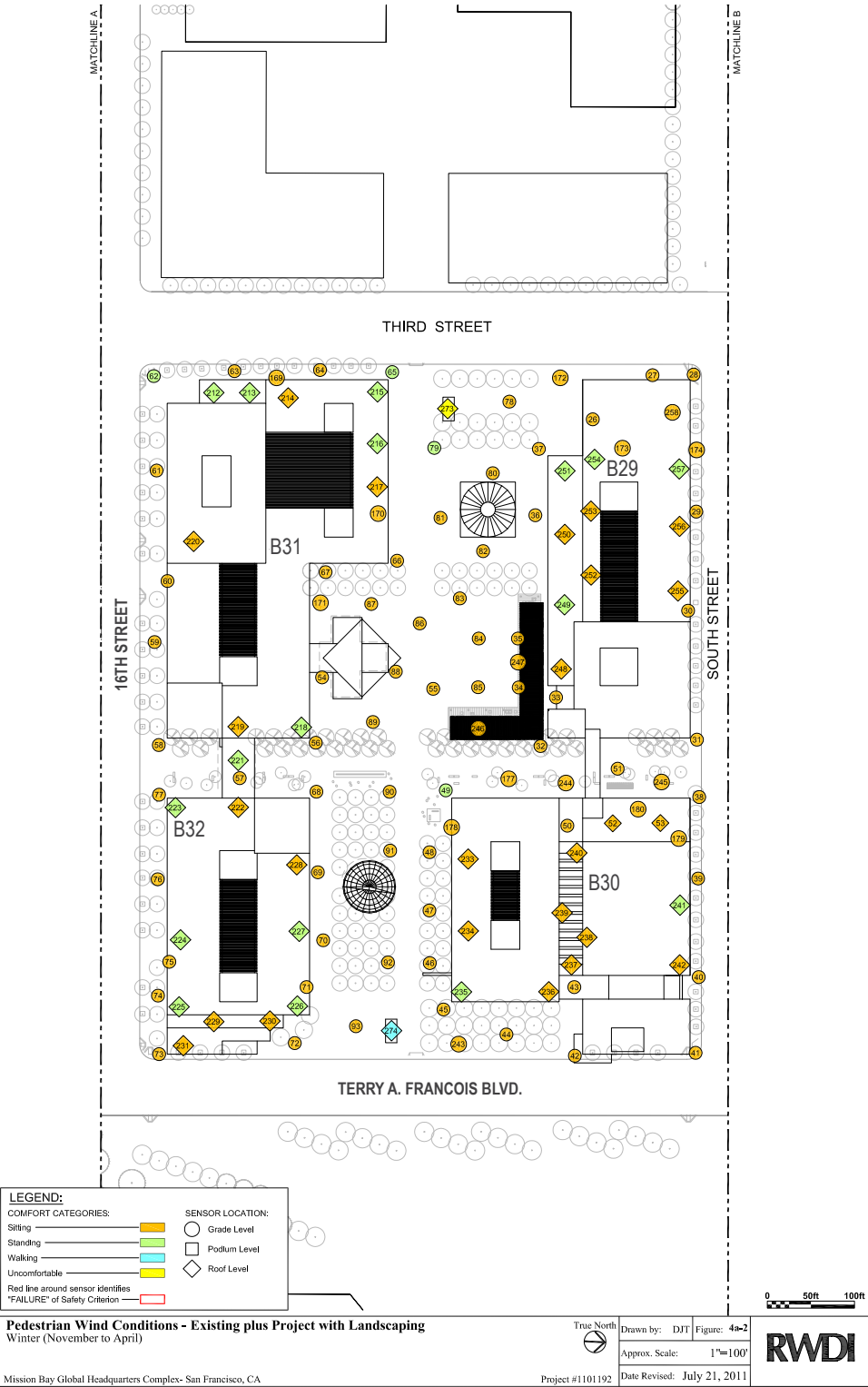


Fig.4a-2 (Not to Scale)

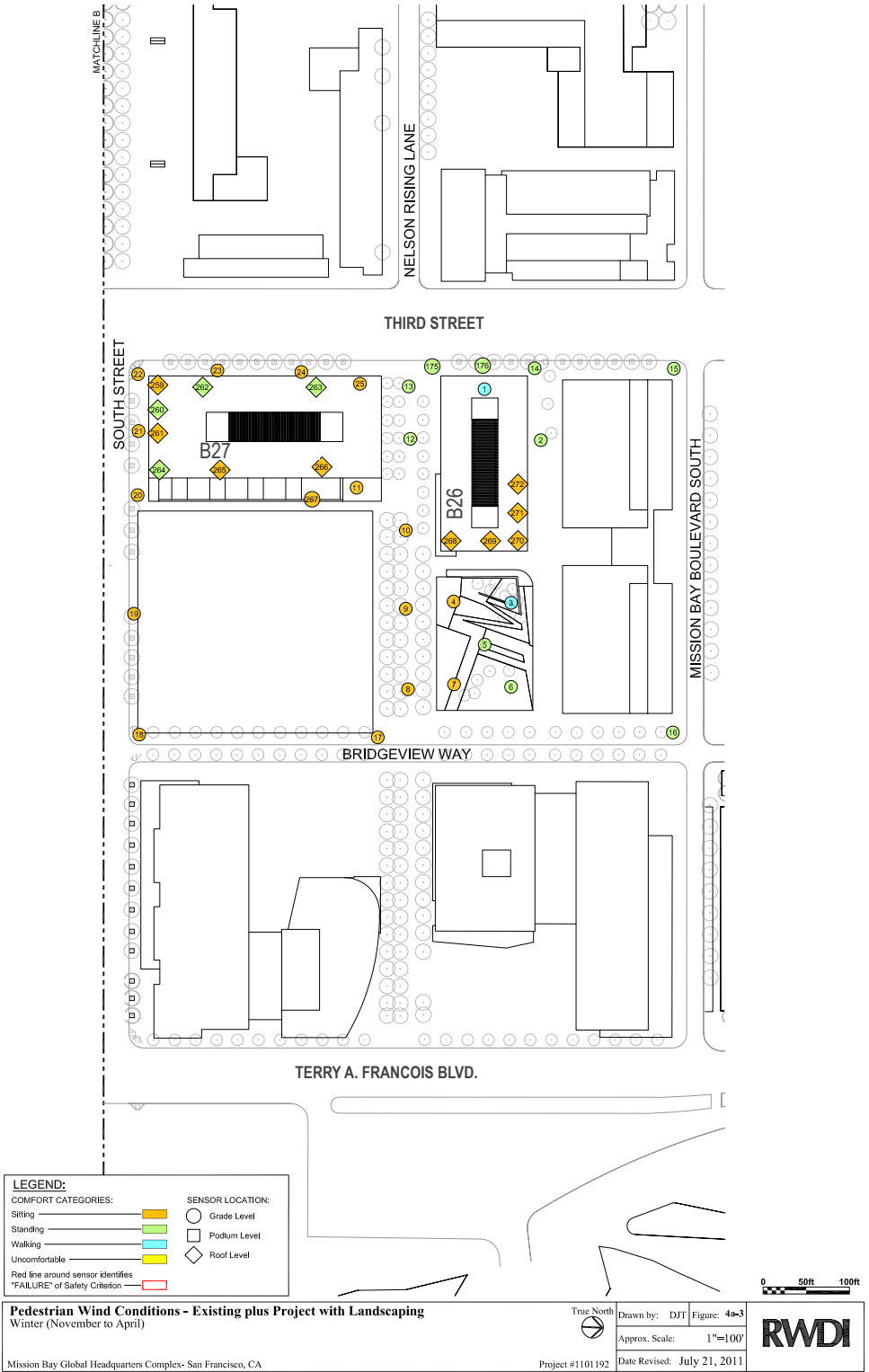


Fig.4a-3 (Not to Scale)

Appendix

Pedestrian Wind Conditions, Configuration B-
Winter, (November - April)



Fig.4b-1 (Not to Scale)

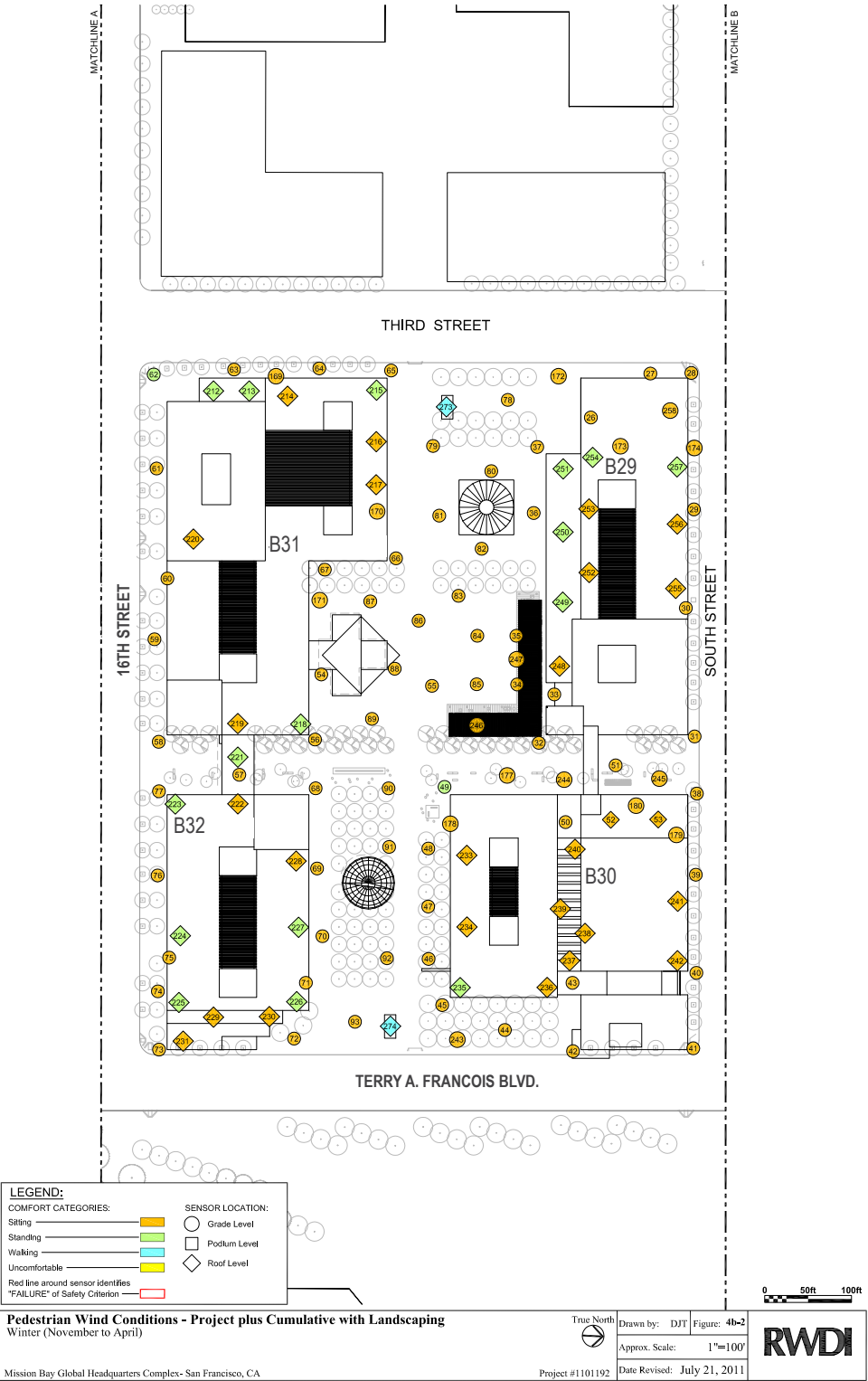


Fig.4b-2 (Not to Scale)

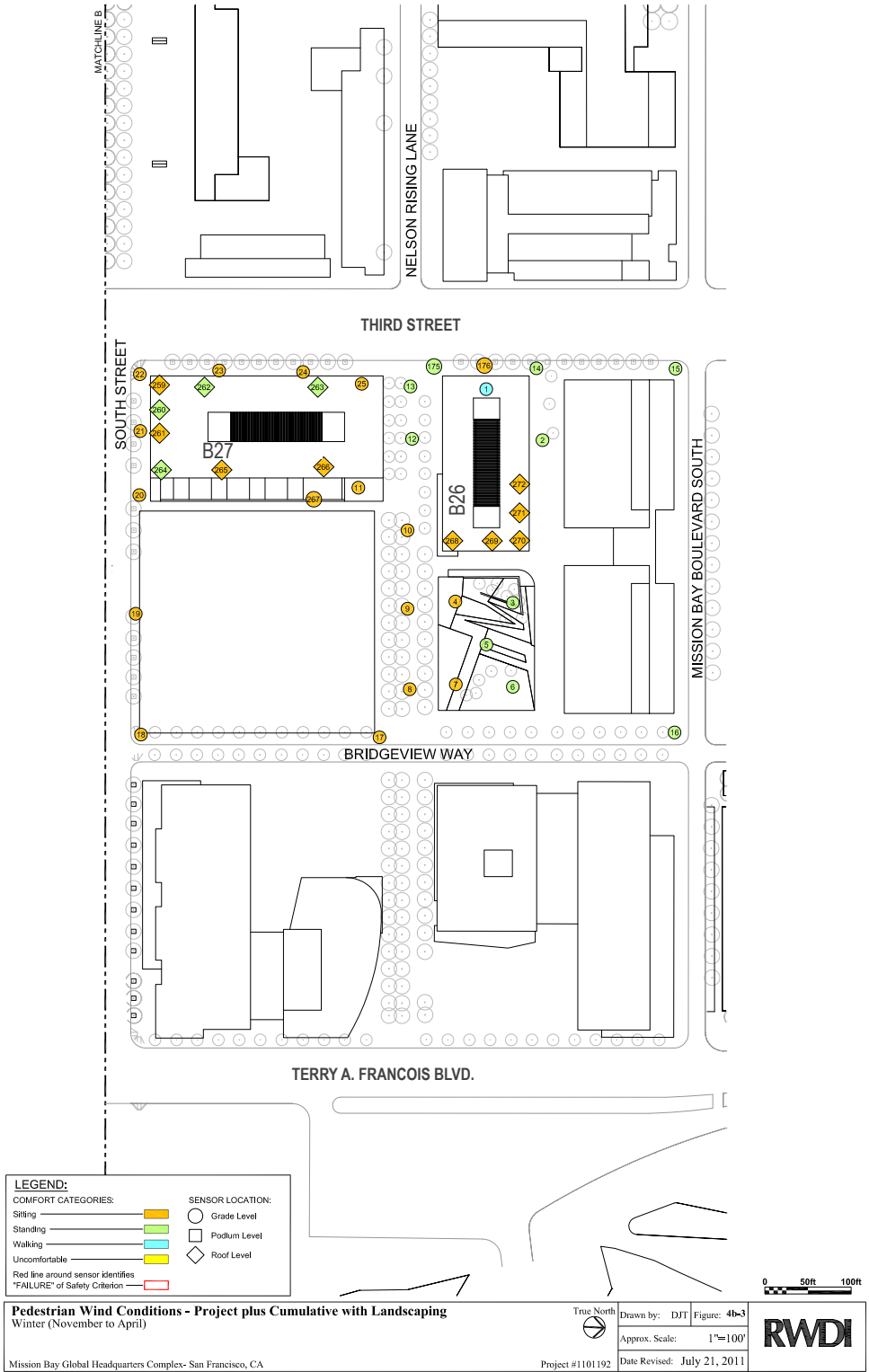


Fig.4b-3 (Not to Scale)

CAMPIDOGLIO, ROME



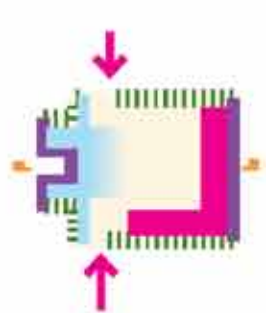
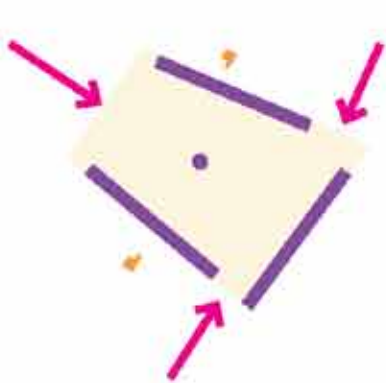
JUSTIN HERMAN PLAZA, SAN FRANCISCO



LEVI'S PLAZA, SAN FRANCISCO



TOWN SQUARE, SAN FRANCISCO



CAFE SEATING
BUILDING EDGE
PERMEABLE TREE EDGE
MAIN PLAZA ENTRY
WATER FEATURE
LANDSCAPE / LAWN

PLACA REIAL, BARCELONA



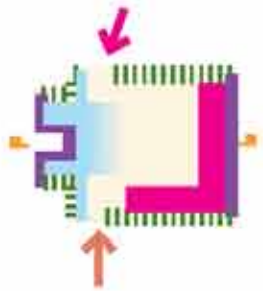
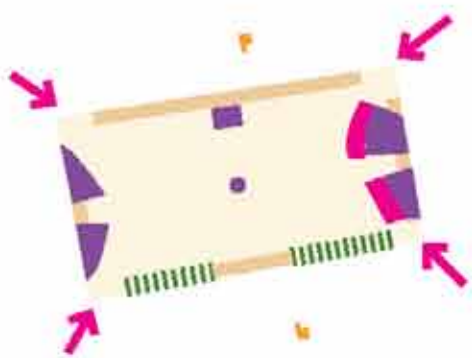
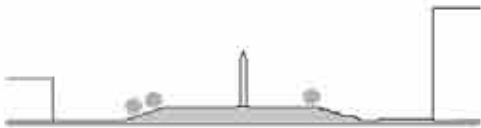
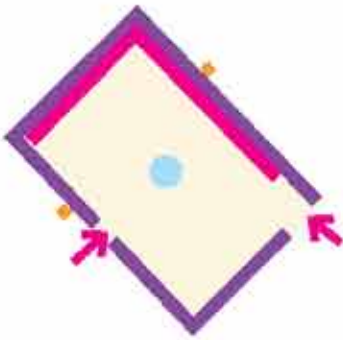
UNION SQUARE, SAN FRANCISCO



TOWN SQUARE, SAN FRANCISCO



- CAFE SEATING
- BUILDING EDGE
- PERMEABLE TREE EDGE
- MAIN PLAZA ENTRY
- WATER FEATURE
- LANDSCAPE / LAWN



Appendix

Entry Plaza Examples



Building 29-Olive, San Francisco, CA

Third Street Entry Plaza

Both visitors and employees have their main point of arrival at the corner of Third and South Streets, directly across from the Muni stop. A powerful sense of space, arrival, and orientation is essential to the urban design of this key threshold into Mission Bay. A welcoming and generous great "porch" provides this crucial feature. This compelling space is created by a 6 story high canopy over the forecourt to the main salesforce.com entry. Its scale and memorable qualities of space relate strongly to the tradition of great urban entries illustrated here; spaces activated by the great daily flows of people and a variety of furnishings. As the public's arrival point, the visibility of this space from the street is also vital to its success.



Lucerne Cultural and Congress Center (Lucerne, Switzerland, Jean Nouvel)



Reina Sofia Museum (Madrid, Spain, Jean Nouvel)



Institute of Contemporary Art (Boston, MA, Diller Scofidio)



Li Ka Shing Center for Learning and Knowledge (Stanford, CA, NBBJ)



Art Institute of Chicago, (Chicago, IL, Renzo Piano)



Lloyd George Federal Courthouse (Las Vegas, NV, Canon Design)



Mondavi Center at UC Davis (Davis, CA, BOORA)



Winspear Opera House (Dallas, TX, Foster)



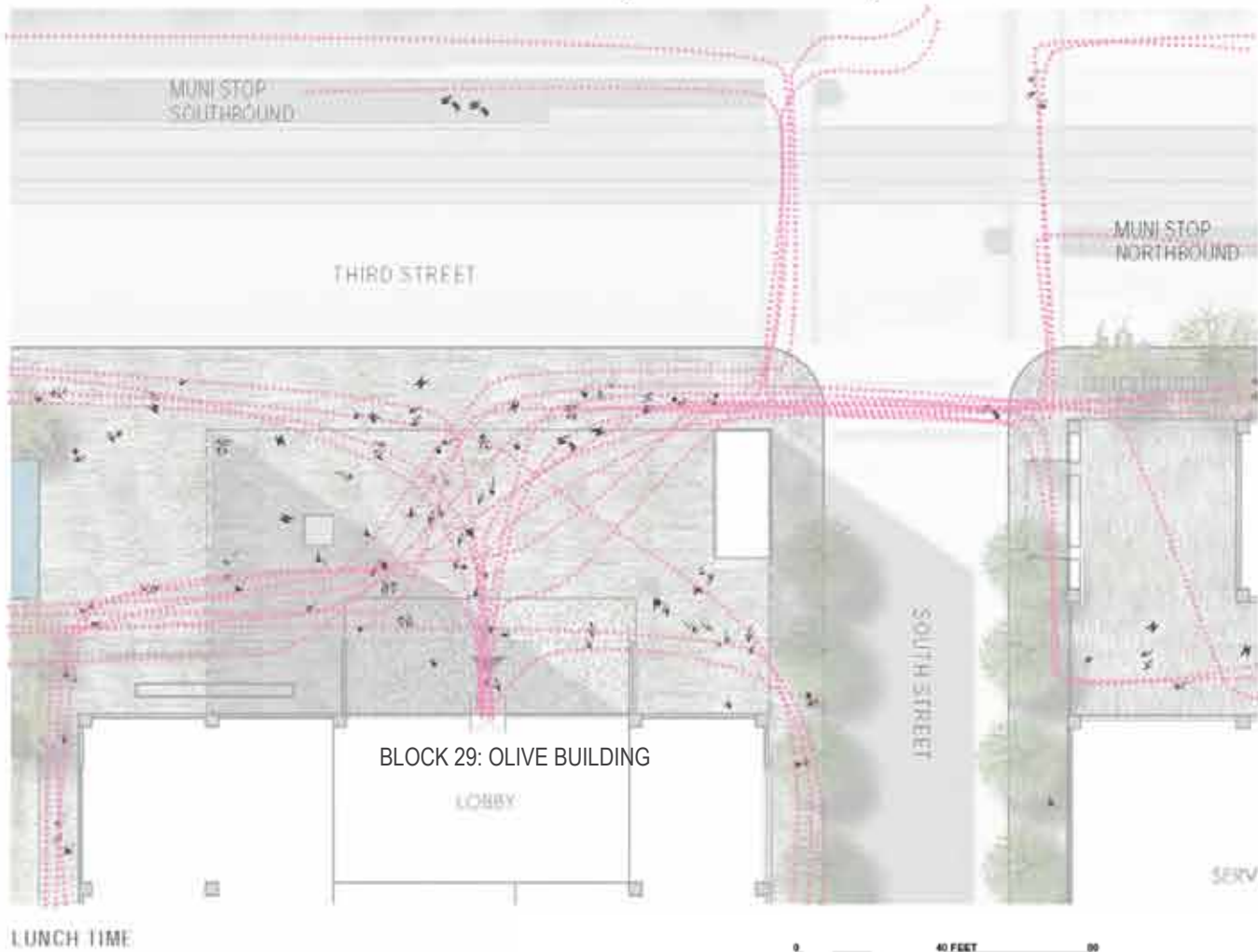
Copenhagen Opera House (Copenhagen, Denmark, Henning Larsen)



*For the purposes of formatting, these plans are rotated to fit the page.

Entry Plaza

The entry plaza at Building 29 – Olive, accommodates a high volume of foot traffic throughout the day and serves as the arrival court to the salesforce.com headquarters. From this plaza, people have easy access to the Muni line on Third Street as well as close connections to the UCSF campus and the rest of the salesforce.com headquarters. The variety of public amenities and retail near this area keep this plaza active throughout the day, with anticipated peak circulation impacts occurring during commute hours.



*Source: The included mitigation measures have been selected from the Final Mission Bay Subsequent Environmental Report, vol.2, Chapter VI-Mitigation Measures. These chosen items are relevant to the salesforce.com Global Headquarters Complex.

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
D.1 Lighting and Glare										
	D.1	Design parking structure lighting to minimize off-site glare. The design could include 45-degree cutoff angles on light fixtures to focus light within the site, and specifications that spill lighting from parking areas would be 0.25 foot-candle or less at 5 feet from the property line of the parking structure.	X	X	X	X	X	X	X	X
D.5 Archaeolgical Monitoring at 19th Century City Dump										
	D.5	Archival review suggests that depositional integrity of thru 19th-century city dump has been lost because of scavenging while the dump was in operation; however, important historical artifacts may still be present. Pre-construction archaeological testing is therefore not recommended. Archaeological monitoring during construction would be the appropriate mitigation for that area. Therefore, retain the services of a qualified archaeologist. The ERO in consultation with the President of the LPAB and the archaeologist would determine whether the archaeologist should instruct all excavation and foundation crews in the area of the 19th century city dump of the potential discovery of cultural and historic artifacts or features. If such artifacts or features were uncovered, follow procedures described in Measure D.3 for suspension of construction activities, notification of the ERO and president of the LPAB, and development recovery measures, as appropriate.	X	X	X	X	X	X	X	X
D.7 Pedestrian Level Winds										
	D.7	Require a qualified wind consultant to review specific designs for buildings 100 feet or more in height for potential wind effects. The Redevelopment Agency would conduct wind review of high-rise structures above 100 feet. Wind tunnel testing would also be required unless, upon review by a qualified wind consultant, and with concurrence by the Agency, it is determined that the exposure, massing, and orientation of buildings are such that impacts, based on a 26-mile –per-hour hazard for a single hour of the year criterion, will not occur. The purpose of the wind tunnel studies is to determine design –specific impacts based on the above hazard criterion and to provide a basis for design modifications to mitigate these impacts. Projects within Mission Bay, including UCSF, would be required to meet this standard or to mitigate exceedances through building design.	X	X	X	X	X	X	X	X
D.8 Shadows										
	D.8	The Redevelopment Plan documents would require analysis of potential shadows on existing and proposed open spaces during the building design and review process.	X	X	X	X	X	X	X	X

Mitigation Measures										
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			26	27	29	30	31	32	33	34
F.2 Construction PM										
	F.2	As conditions of construction contracts, require contractors to implement the following mitigation program, based on the instructions in the BAAQMD CEQA Guidelines/5/, at all construction sites within the Project Area.	X	X	X	X	X	X	X	X
	F.2a	Water all active construction areas at least twice a day, or as needed to prevent visible dust plumes from blowing off-site.	X	X	X	X	X	X	X	X
	F.2b	Use tarpaulins or other effective covers for on-site storage piles and for haul trucks that travel on streets.	X	X	X	X	X	X	X	X
	F.2c	Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas at construction sites.	X	X	X	X	X	X	X	X
	F.2d	Sweep all paved access routes , parking areas, and staging areas daily (preferably with water sweepers.)	X	X	X	X	X	X	X	X
	F.2e	Sweep streets daily (preferably with water sweepers) if visible amounts of soil material are carried onto public streets.	X	X	X	X	X	X	X	X
	F.2f	Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more.)	X	X	X	X	X	X	X	X
	F.2g	Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)	X	X	X	X	X	X	X	X
	F.2h	Limit traffic speeds on unpaved roads to 15 mph.	X	X	X	X	X	X	X	X
	F.2i	Install sand bags or other erosion control measures to prevent silt runoff to public roadways.	X	X	X	X	X	X	X	X
	F.2j	Replant vegetation in disturbed areas as quickly as possible.	X	X	X	X	X	X	X	X
	F.2k	Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.	X	X	X	X	X	X	X	X
	F.2l	Install wind breaks, or plant trees/ vegetation wind breaks at windward side(s) of construction areas.	X	X	X	X	X	X	X	X
	F.2m	Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.	X	X	X	X	X	X	X	X
	F.2n	Limit the area subject to excavation, grading and other construction activity at any one time.	X	X	X	X	X	X	X	X
F.3 Toxic Air Contaminants (TAC's)										
	F.3	Prior to issuing a certificate of occupancy for facility containing potential toxic air contaminant sources, obtain written verification from BAAQMD either that the facility has been issued a permit from BAAQMD, if required by law, or that permit requirements do not apply to the facility.	X	X	X	X	X	X	X	X
F.6 Childcare Buffer Zones										
	F.6	Require pre-school and child care centers to notify BAAQMD and the San Francisco Department of Public Health regarding the locations of their operations, and require these centers to consult with these agencies regarding existing and possible future stationary and mobile sources of toxic air contaminants. The purpose of these consultants is to obtain information so that pre-school and child care centers can be located to minimize potential impacts from toxic air contaminant emissions sources.	X	X	X	X	X	X	X	X

*Source: The included mitigation measures have been selected from the Final Mission Bay Subsequent Environmental Report, vol.2, Chapter VI-Mitigation Measures. These chosen items are relevant to the salesforce.com Global Headquarters Complex.

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
G.1 Noise Reduction in Pile Driving										
	G.1	Use noise-reducing pile driving techniques such as pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, installing shrouds around the pile driving hammer where feasible, and restricting the hours of operation.	X	X	X	X	X	X	X	X
H.1 Heavy Equipment Storage										
	H.1	During the build-out period, store heavy construction equipment in the Project Area that is capable of traveling on damaged roads, clearing debris, and opening access to, and within, the Project Area after a major earthquake.	X	X	X	X	X	X	X	X
H.2 Emergency Preparedness and Emergency Response										
	H.2	Following build-out, coordinate emergency response plans with the City regarding use of heavy equipment from the City storage yard in the vicinity of the Project Area.	X	X	X	X	X	X	X	X
H.3 Comprehensive Preparedness and Response Plan										
	H.3	Require the formulation of a comprehension preparedness and response plan for the entire Project Area (as opposed to the typical building-by-building plan), integrated with the City’s emergency response plans and in coordination with the Mayor’s Office of Emergency Services.	X	X	X	X	X	X	X	X
	H.3b	In addition to the Project Area-wide plan, require each building or complex in the Project Area to prepare an Emergency Response Plan. Each plan would be the responsibility of the owners of each building or complex, and would be reviewed by the City periodically to ensure it is kept up to date.	X	X	X	X	X	X	X	X
H.7 Corrosivity										
	H.7	Test soils for sulfate and chloride content. If necessary, use admixtures in concrete so it would not be susceptible to attack by sulfates, and/or use coated metal pipes so that pipes would be more resistant to corrosion by chlorides.	X	X	X	X	X	X	X	X
J.1 Contaminated Soils and Groundwater										
	J.1a	Provide an enforcement structure for RMPs, to be in place and effective during construction and after project development, including: i. Develop and record a restrictive covenant as an Environmental restriction and Covenant under California Civil Code Section 1471 that: a. Places limits on future uses in the Project Area consistent with the provisions in the RMP; b. Provides notice to current and future property owners that the RMP contains use restrictions and other requirements and obligates property owners to provide like notice to occupants; and c. Provides notice to current and future property owners that the RWQCB maintains residual regulatory enforcement authority over all portions of the Project Area sufficient to compel enforcement of the entire RMP. ii. As part of any future transfer of property title of any portion of the Project Area, require current property owners to provide a copy of the RMP to each of their future transferees.	X	X	X	X	X	X	X	X

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
	J.1b	Evaluate sampling results to determine constituents that could pose a risk to the general public. Identify populations who could be exposed to the constituents in soils based on land uses within and adjacent to the Project Area. Exposed populations that would be considered would include adult and child visitors/ trespassers, nearby residents (adults and children), and workers not involved in project construction within and adjacent to the Project Area. Using specific EPA- and DTSC- recommended exposure assumptions, identify the appropriate exposure pathways and assumptions in consultation with the RWQCB. Using the specific exposure assumptions identified above, adopt contaminant- specific interim target levels (ITLs) following regulatory risk assessment guidelines established by DTSC and EPA. Compare ITLs to the range of concentrations detected in exposed native soils to identify areas where the ITLs are exceeded. No further action prior to developments (other than that required under Article 20 or other applicable regulations) would be required in areas in which ITLs are not exceeded.	X	X	X	X	X	X	X	X
	J.1c	For areas where ITLs are exceeded, identify specific Interim Risk Management (IRM) measures that would reduce potential contamination-related risks to Project Area occupants and visitors during site build-out. Based on the results of the ITL evaluation and need for site controls, general IRM measures could include measures such as: i. Limit Direct Access to Uncovered Native Soil on Undeveloped Portions of the Project Area. To effectively limit access, installing fencing or other physical barriers around the identified areas, and post “no trespassing” signs. ii. Hydroseed or apply other vegetation or other cover to uncovered areas to reduce the potential for windblown dusts to be generated, and to reduce the potential for individuals to have direct contact with the native soils. iii. Include safety notices in leases. Notify tenants of occupied portions of the Project Areas of the potential risks involved with disturbance of existing cover (asphalt, concrete, vegetation) or exposed native soil. iv. Conduct periodic inspections of the Project Area to reduce the illegal occupancy of open areas by transient populations, and to reduce the illegal dumping by unauthorized occupants or off-site populations. Implement additional security measures such as fencing and/or the use of security guards, if inspections show a need. v. Periodic inspections verifying that risk management measures remain effective by identifying disturbances to cover materials that could result in the exposure of underlying native soil and by identifying areas reinstalled. If the inspection identifies areas where the measures have been rendered	X	X	X	X	X	X	X	X
	J.1d	Include in the RMP, health and safety training and health protection objectives for workers who may directly contact contaminated soil during construction and/or maintenance, including Cal/OSHA worker safety regulations appropriate to the type of hazards associated with contaminated soil or groundwater, and where appropriate, compliance with Title 8, Group 16, requirements.	X	X	X	X	X	X	X	X

*Source: The included mitigation measures have been selected from the Final Mission Bay Subsequent Environmental Report, vol.2, Chapter VI-Mitigation Measures. These chosen items are relevant to the salesforce.com Global Headquarters Complex.

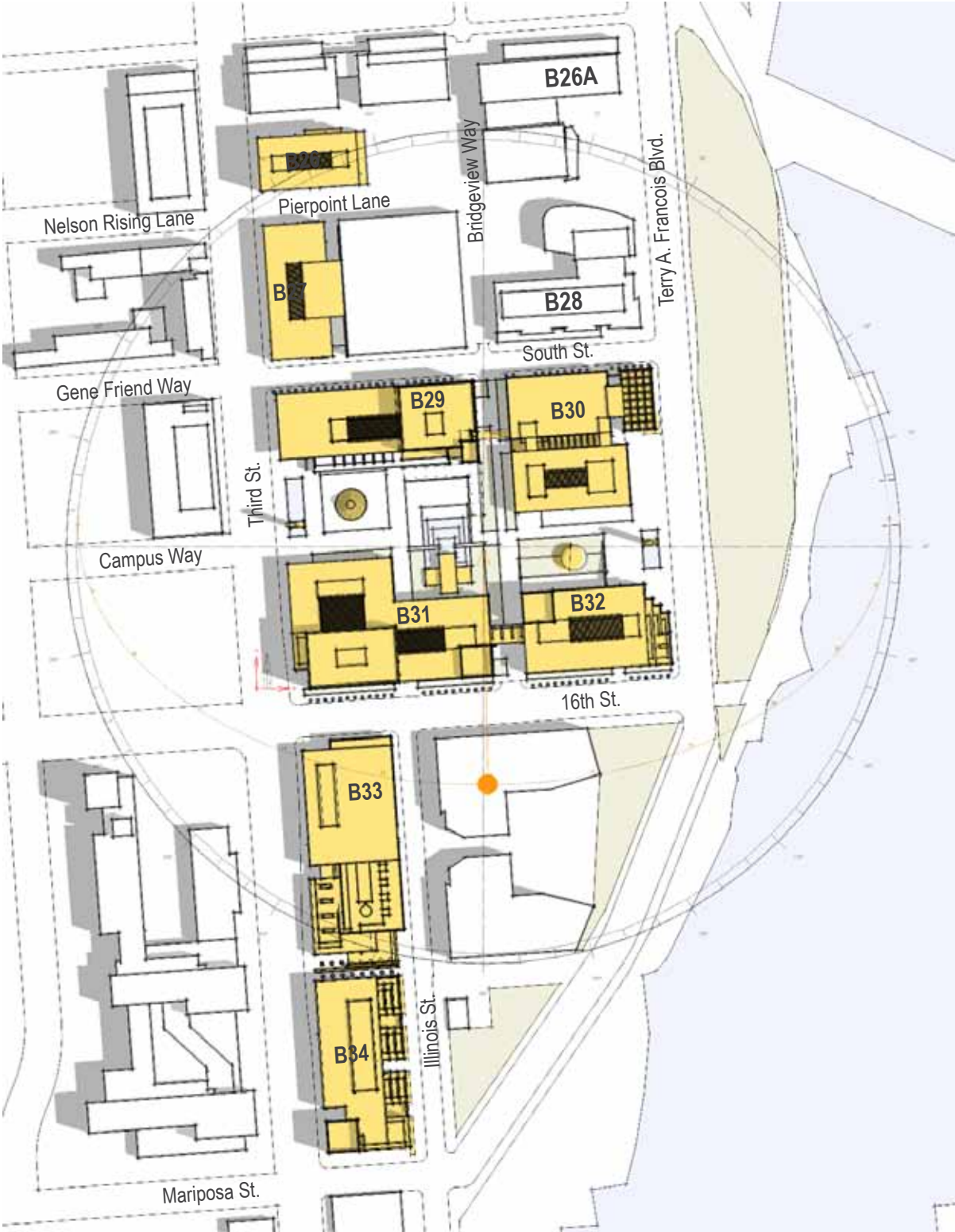
Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
	J.1e	Identify site access controls to be implemented during construction, such as: i. Secure construction site to prevent unauthorized pedestrian/ vehicular entry with fencing or other barrier of sufficient height and structural integrity to prevent entry and based upon the degree of control required. ii. Post “no trespassing” signs. iii. Provide on-site meetings with construction workers to inform them about security measures and reporting contingency procedures.	X	X	X	X	X	X	X	X
	J.1f	Identify protocols for managing soil during construction, which will include at a minimum: i. The dust controls found in Measures F.2 in Section VI.F, Mitigation Measures: Air Quality ii. Standards for imported fill (defined as fill brought onto the site from outside the Project Area) that are protective of human health and the aquatic environment and an identified minimum depth of fill to be required for landscape areas. iii. A requirement that prior to placement, if native soil in the Project Area is to be used on site in any manner that could result in direct human exposure, characterization of the soil be conducted to confirm that it meets appropriate standards approved by the RWQCB and would be appropriate for the intended use. iv. Protocols for managing stockpiled and excavated soils. v. A program for off-site dust monitoring for PM concentrations to demonstrate that the health and safety of all individuals not engaged in construction activities would not be adversely affected by chemicals that could be contained in dust generated by soil- disturbing activities. If monitoring shows dust levels exceeding 250µg/m3, implement additional dust control measures, such as continuing misting of exposed areas with water, until concentrations are reduced below the action level.	X	X	X	X	X	X	X	X
	J.1g	Identify protocols for managing groundwater, which will include at a minimum: i. Procedure to prevent unacceptable migration of contamination from defined plumes during dewatering, such as monitoring, counter pumping, or installing sheetpiles down to Bay Mud before dewatering. ii. Procedures for the installation of subsurface pipelines and other utilities, where necessary to prevent lateral transmission of chemicals in groundwater. Such procedures could include, but would not be limited to, selection of proper backfill materials and thickness and installation of clay plugs or barrier collars.	X	X	X	X	X	X	X	X
	J.1h	Include SWPPP requirements and BMPs as described in Mitigation Measure K.1 in Section VI.K, Mitigation Measures: Hydrology and Water Quality.	X	X	X	X	X	X	X	X
	J.1i	Include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous materials, previously unidentified contamination, or buried hazardous debris.	X	X	X	X	X	X	X	X

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
	J.1j	Develop and describe procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation and remediation in the free product area.	X	X	X	X	X	X	X	X
	J.1k	Establish procedures, as necessary, so that construction activities avoid interfering with any RWQCB-required site investigation and remediation in the free product area.	X	X	X	X	X	X	X	X
	J.1l	Except where testing demonstrates that native soils meet standards established by the RWQCB as being protective of human health and the aquatic environment, require that upon project completion, all native soils shall be capped, so as to preclude human contact by using buildings, paved surfaces (such as parking lots, sidewalks, or roadways), or fill of a kind and depth approved by the RWQCB.	X	X	X	X	X	X	X	X
	J.1n	Prohibit access to native soils for private use. If disturbance of native subsurface sold or groundwater dewatering is planned, carry out these activities in accordance with the elements of the RMP called for in Measures J.1d through J.1k. Following construction or exaction or soil disturbance, restore the cap in accordance with the provisions of the RMP as called for in Measure J.1l.	X	X	X	X	X	X	X	X
	J.1o	Prohibit the use of shallow ground water within the Project Area for domestic, industrial, or irrigation purposes. Permit installation of groundwater wells within the Project Area only for environmental, monitoring purposes. Secure and lock environmental wells installed within the Project Area to prevent unauthorized access to the ground water. In the event the use of shallow ground water is proposed, perform an assessment of the risks from direct exposure to the groundwater prior to use and obtain RWQCB or other appropriate regulatory agency approval of the results of the assessment and proposed uses.	X	X	X	X	X	X	X	X
K.1 Stormwater Pollution Prevention Program (SWPPP)										
	K.1	Develop and implement a comprehensive Stormwater Pollution Prevention Plan (SWPPP) for all construction activities within the Project Area to avoid and minimize erosion and sedimentation in China Basin Channel and San Francisco Bay and to manage other aspects of the construction site. Include at least the following Best Management Practices, or substantially equivalent measures.	X	X	X	X	X	X	X	X
	K.1a	Minimize dust during demolition, grading, and construction by lightly spraying exposed soil on a regular basis.	X	X	X	X	X	X	X	X
	K.1b	Minimize wind and water erosion on temporary soil stockpiles by spraying with water during dry weather and covering with plastic sheeting or other similar material during the rainy season (November to April).	X	X	X	X	X	X	X	X

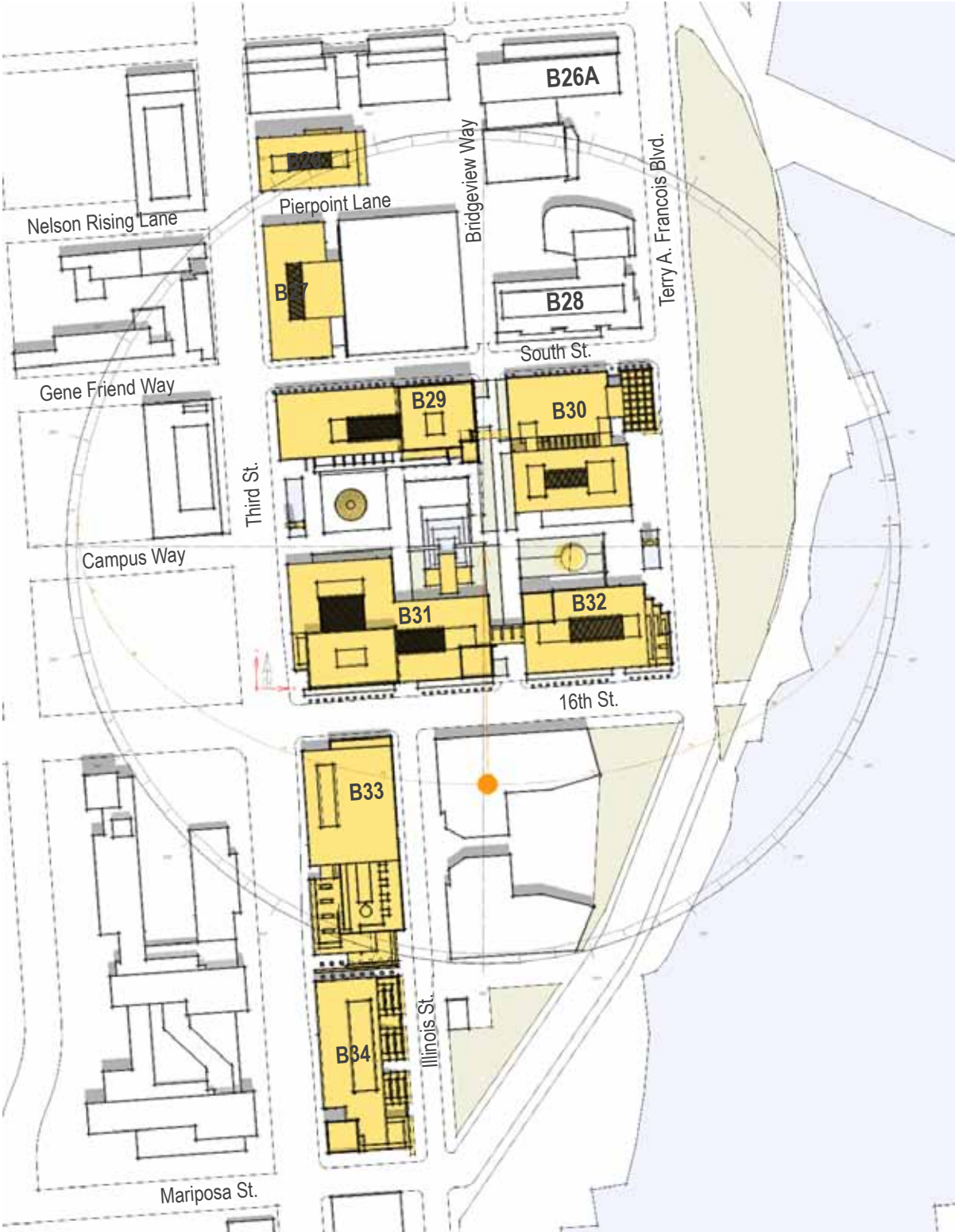
*Source: The included mitigation measures have been selected from the Final Mission Bay Subsequent Environmental Report, vol.2, Chapter VI-Mitigation Measures. These chosen items are relevant to the salesforce.com Global Headquarters Complex.

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
	K.1c	Minimize the area and length of time during which the site is cleared and graded.	X	X	X	X	X	X	X	X
	K.1d	Prevent the release of construction pollutants such as cement, mortar, paints and solvents, fuel and lubricating oils, pesticides, and herbicides by storing such materials in a bermed or otherwise secured area.	X	X	X	X	X	X	X	X
	K.1e	As need, install filter fences around the perimeter of the construction site to prevent off-site sediment discharge. Prior to grading the bank slopes of China Basin Channel for the proposed channel-edge treatments, install silt or filter fences to slow water and remove sediment. As needed, properly trench and anchor in the silt or filter fences so that they stand up to the forces of tidal fluctuation and wave action, and do not allow sediment-laden water to escape underneath them.	X	X	X	X	X	X	X	X
	K.1f	Install and maintain sediment and oil and grease traps in local stormwater intakes during the construction period, or otherwise properly control oil and grease.	X	X	X	X	X	X	X	X
	K.1h	Clean wheels and cover loads of trucks carrying excavated soils before they leave the construction site.	X	X	X	X	X	X	X	X
K.2 Changes in Sanitary Sewage Quality										
	K.2	In addition to developing and implementing a Stormwater Management Program for the Central/Bay Basin (see Mitigation Measure K.5), participate in the City’s existing Water Pollution Prevention Program. Facilitate implementation of the City’s Water Pollution Prevention Program by providing and installing wastewater sampling ports in any building anticipated to have a potentially significant discharge of pollutants to the sanitary sewer, as determined by the Water Pollution Prevention Program of the San Francisco Public Utilities Commission’s Bureau of Environmental Regulation and Management, and in locations as determined by the Water Pollution Prevention Program.	X	X	X	X	X	X	X	X
K.4 Alternative Technologies to Improve Stormwater Discharge Quality										
	K.4	Implement alternative technologies or use other means to reduce settleable solids and floatable materials in stormwater discharges to China Basin Channel to levels equivalent to, or better than, City-treated combined sewer overflows. Such alternative technologies could include one or more of the following: biofilter system, vortex sediment system, catch basin filters, and/or additional source control measures to remove particulates from streets and parking lots.	X	X	X	X	X	X	X	X

Mitigation Measures										
		The designation of a mitigation measure as ‘applicable’ to a block or parcel that has not yet been submitted for development review is based on a ‘best determination’ to date. Upon the initiation of development proposals, applicability of a given measure is subject to change depending on more detailed review of the specific circumstances of such future proposed projects.	Blocks							
			26	27	29	30	31	32	33	34
K.5 Stormwater Management Program			X	X	X	X	X	X	X	X
K.6 Structure Placement and Design to Minimize Dangers of Flooding										
	K.6	Structures in the Project Area should be designed and located in such a way to assure the reasonable safety of structures and shoreline protective devices built in the Bay or in low-lying shoreline areas from the dangers of tidal flooding, including consideration of a rise in relative sea level. Detailed construction specifications to mitigate against impacts of sea level rise, however, would require specific flood protection engineering and building analysis by a licensed engineer, where structures are proposed below an elevation of -1 (negative one)foot, San Francisco City Datum (99 foot elevation, Mission Bay Datum).	X	X	X	X	X	X	X	X
	K.6a	Setback from the water’s edge;	X	X	X	X	X	X	X	X
	K.6c	Provide for dewatering basements;	X	X	X	X	X	X	X	X
M.2 Water Conservation in Buildings and Irrigation										
	M.2	Include methods of water conservation in Mission Bay buildings and landscaping. Water conservation methods include the following:	X	X	X	X	X	X	X	X
	M.2b	Install water conserving dishwashers and water efficient centralized cooling systems in office buildings.	X	X	X	X	X	X	X	X
	M.2d	Provide information to residences and businesses advising methods to conserve water.	X	X	X	X	X	X	X	X
	M.2e	Install water conserving irrigation systems (e.g., drip irrigation).	X	X	X	X	X	X	X	X
	M.2f	Design landscaping using drought resistant and other low-water plants.	X	X	X	X	X	X	X	X
	M.2g	Include limited turf areas in open space.	X	X	X	X	X	X	X	X
M.4 Sewers and Wastewater Treatment										
	M.4	Construct a fence around any interim surface detention basins.	X	X	X	X	X	X	X	X
M.5 Stormwater Runoff Control and Drainage										
	M.5	Drain storm runoff (up to a 5-year storm event) from newly constructed buildings and permanently covered surfaces in the Bay Basin into the City’s combined sewer system until installation of a permanent sewer system.	X	X	X	X	X	X	X	X



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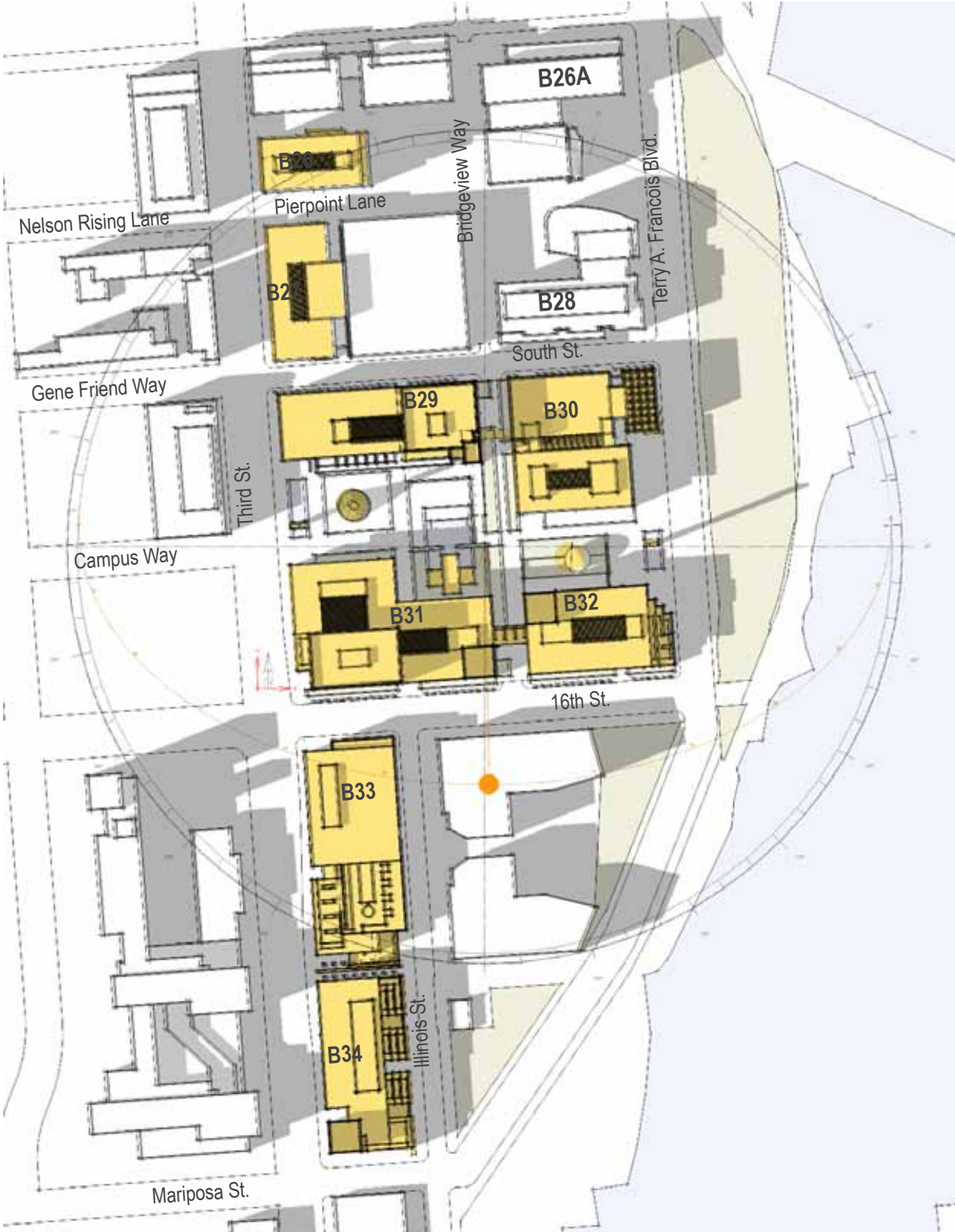
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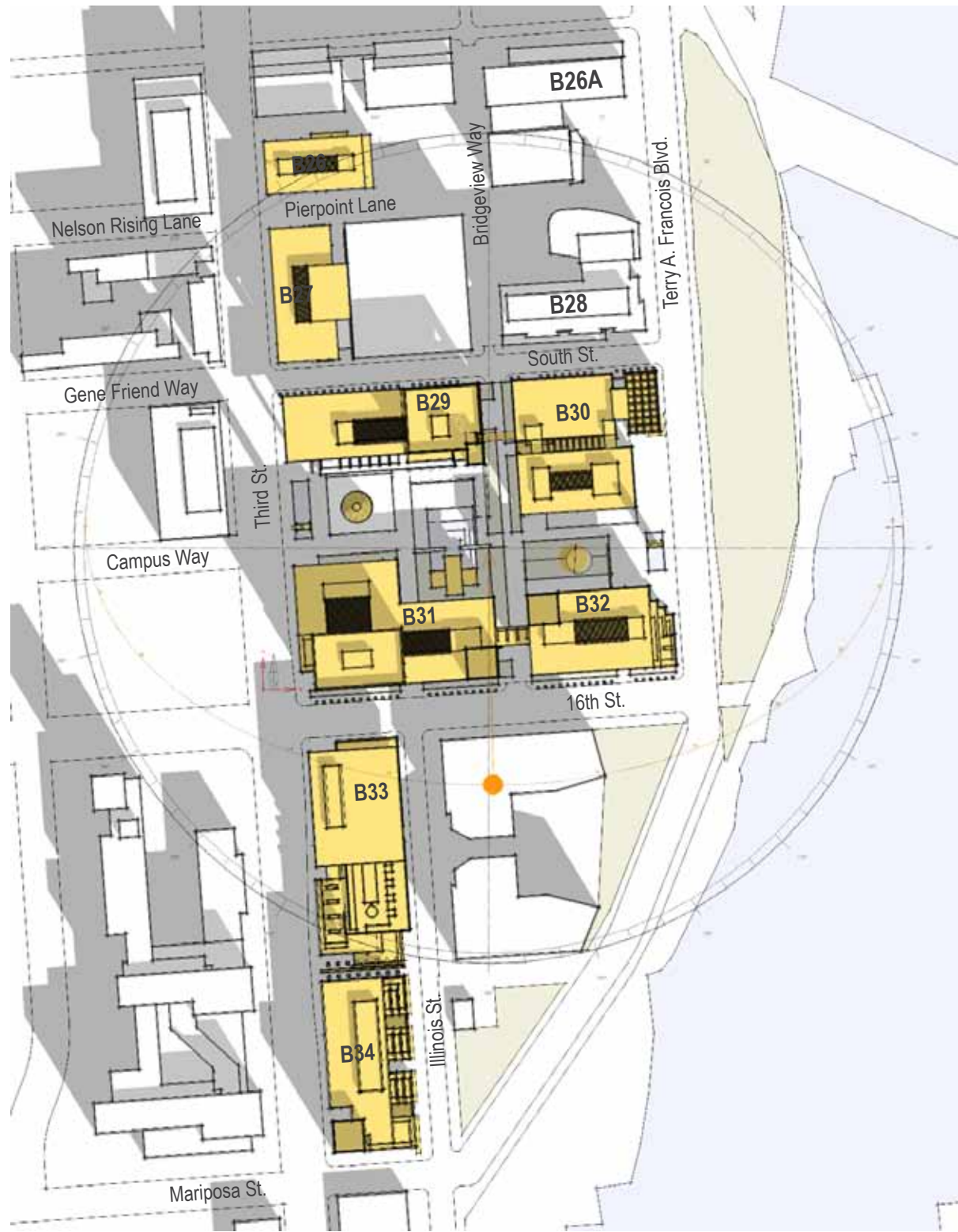
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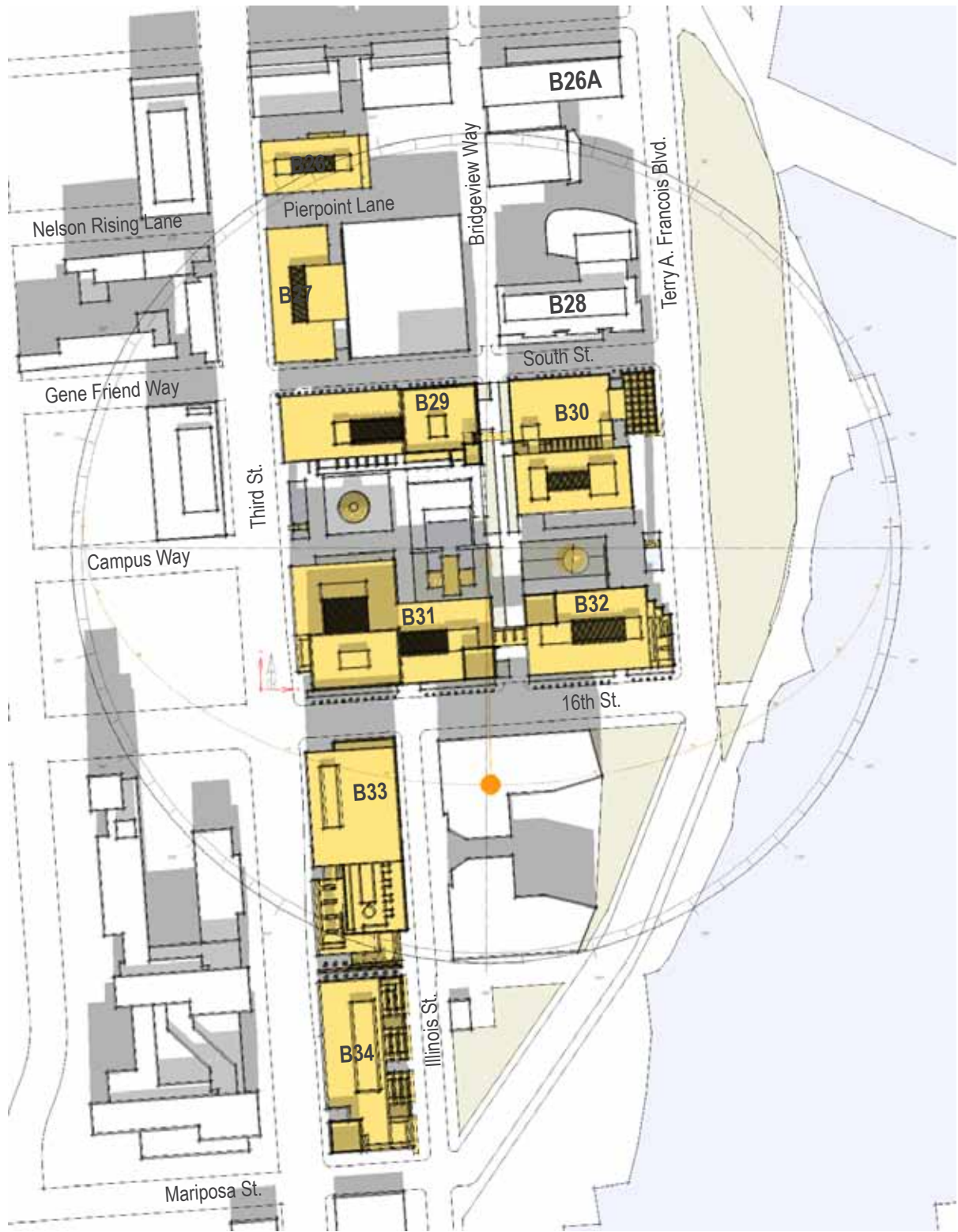
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