CITY OF PHILADELPHIA - DEPARTMENT OF LICENSES AND INSPECTIONS

CDR NOTIFICATION TO PHILA. PLANNING COMMISSION

EXAMINER INFORMATION

NAME: SARAH KAISER	PHONE NUMBER: (215) 686-2417	EMAIL: SARAH.KAISER@PHILA.GOV

PROJECT/PROPERTY INFORMATION

DATE OF CIVIC DESIGN REVIEW DETERMINATION: 2/27/2014	SITE ADDRESS: 1800 ARCH STREET
GROSS FLOOR AREA BEING ADDED: 1,683,850 SQ FT	NUMBER OF DWELLING UNITS BEING ADDED: 0

HAS THE APPLICANT REQUESTED AN EARLY REFUSAL/REFERRAL BEFORE COMPLETING A CIVIC DESIGN REVIEW?
NO, THE PLAN REVIEW OF THIS APPLICATION HAS NOT BEEN COMPLETED, IF A REFUSAL/REFERRAL IS GENERATED IT WILL BE FORWARDED TO THE APPLICANT AND PCPC.

APPLICANT INFORMATION

NAME: THOMAS P. WITT, COZEN O'CONNOR	ADDRESS: 1900 MARKET STREET, PHILADELPHIA, PA 19103

PLEASE BE ADVISED THAT THIS FORM SHALL BE SENT TO:
Gary Jastrzab, Executive Director of PCPC (Gary.Jastrzab@Phila.Gov)
David Schaaf, Director of Urban Design Division (David.Schaaf@Phila.Gov)

THE PHILADELPHIA CITY PLANNING COMMISSION

CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 521692

What is the trigger causing the project to require CDR Review? Explain briefly.

The application includes more than 100,000 sq. ft. of new gross floor area (Table 14.304.2)

PROJECT LOCATION

Planning District: Central **Council District:** Fifth

Address: 1800 Arch St.
Phila, PA

Is this parcel within a Master Plan District? Yes ____ No x

CONTACT INFORMATION

Applicant Name: Thomas P. Witt **Primary Phone:** 215-665-5518

Email: twitt@cozen.com **Address:** Cozen O'Connor, 1900 Market St.
Phila, PA 19103

Property Owner: Liberty Property 18th & Arch LP **Developer** same as Owner

Architect: Foster + Partners Ltd.

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 62411

Existing Zoning: CMX-5 * **Are Zoning Variances required? Yes** ____ **No** x

*pursuant to Pending Ordinance 140005

SITE USES

Present Use: surface parking lot

Proposed Use: 59 story mixed use building

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
business and professional office 1,321,921 square feet
hotel 222 rooms, 242,680 square feet
Retail space 3483 square feet
Proposed # of Parking Units:
70 underground accessory parking spaces

COMMUNITY MEETING

Community meeting held: Yes x **No** ____

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: _____ **Time:** _____

COZEN O'CONNOR

March 24, 2014

Thomas P. Witt
Direct Phone 215-665-5578
Direct Fax 215-701-2229
twitt@cozen.com

Philadelphia City Planning Commission
Attn: Civic Design Review Committee
1515 Arch Street, 13th Floor
Philadelphia, PA 19102

Re: 1800 Arch Street; Application No. 521692
Written Documentation; RCO Meeting with
Logan Square Neighborhood Association ("LSNA")
March 20, 2014

Dear CDR Committee:

This letter is attached to our application for Civic Design Review to document that on March 20, 2014, the applicant of the above referenced application met with members of the Logan Square Neighborhood Association in the Stewart Auditorium of the Moore College of Art & Design located at 1916 Race St, Philadelphia, PA 19103. Introductions were made by David L. Searles, President of LSNA, and Edward S. Panek, Esquire, Chairman of the Zoning Committee of LSNA. The presentation was given by John S. Gattuso, Senior Vice President and Regional Director of Liberty Property Trust, and Nigel Dancey, Senior Partner at Foster + Partners. Following the presentation, John Gattuso and Nigel Dancey answered questions from the floor. Approximately forty-five persons attended the meeting, which convened at approximately 7:00 PM and adjourned at approximately 8:15 PM, following which many attendees conversed further with Messrs. Gattuso and Dancey.

Sven Schroeter of LSNA is to prepare a summary of the meeting which will be distributed separately.

If you have any questions, please do not hesitate to contact me.

Sincerely,

COZEN O'CONNOR

By: Thomas P. Witt

TPW

cc: City Council President Darrell L. Clarke

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Foster + Partners

Comcast Innovation and Technology Center

LIBERTY PROPERTY TRUST

COMCAST

Philadelphia City Planning Commission
CIVIC DESIGN REVIEW
March 24th 2014

Liberty Property 18th & Arch, LP
1628 John F. Kennedy Boulevard,
Suite 1100,
Philadelphia PA 19103-2805

Pennoni Associates Inc.
One Drexel Plaza
3001 Market Street
Suite 200
Philadelphia, PA 19104-2897

Olin
Public Ledger Building, Suite 1123
150 South Independence Mall West
Philadelphia, PA 19106

Kendall/Heaton Associates Inc
3050 Post Oak Blvd Suite 1000
Houston, Texas 77057

Foster + Partners Ltd
Riverside, 22 Hester Road
London SW11 4AN

Contents

1. Project Description
2. Photographs of Proposed Building Site
3. Existing Site Survey
4. Proposed Site Plan
5. Proposed Floor Plans
6. Landscaping / Streetscaping
7. Elevations
8. Site Sections
9. Massing model
10. Sustainable Design
11. Materials, Colors and textures
12. Sky Plane Compliance

Appendix

1. Typical Office Level
2. Typical Hotel Level
3. Parking Level - Basement B02
4. FAR Bonus Categories
5. Complete Streets Handbook Checklist

1. Project Description

The planned Comcast Innovation and Technology Centre is a mixed-use tower at 1800 Arch Street in Philadelphia, which combines high-tech research and development spaces with a hotel. At 1121 feet (341 metres), it will be the city's tallest building and comprises 59 floors totalling approximately 1,803,000 square foot (1,683,850 square feet of gross floor area under the Zoning Code). With an efficient, sustainable design targeting LEED Gold or Platinum, a vertical series of 'pocket parks' and inspiring social spaces, the tower will provide a unique, highly flexible workplace to nurture innovation.

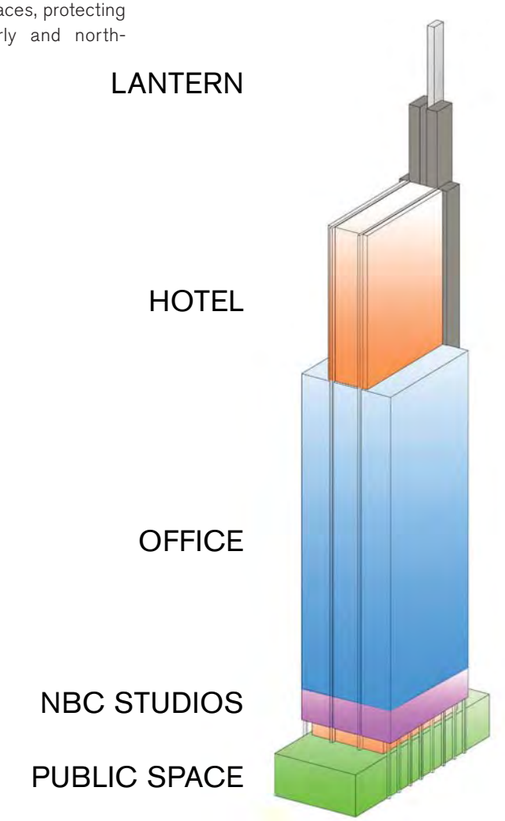
The tower is vertically stepped, with loft-like work spaces and state-of-the-art television studios for NBC at the base, and a 12-storey hotel above with approximately 222 rooms. The hotel lobby is at the apex of the tower, along with a restaurant and bar with unrivalled city views. The core is split, creating a visual axis through the building to Comcast Tower and a clear orientation spine. This central spine is articulated at the top of the building as illuminated blades of glass, which extends 126 feet (38 metres) above the tower to provide a marker on the skyline. The tower's facades are animated by panoramic glass lifts and a series of thirteen three-storey sky gardens, which draw a continuous strand of greenery through the building.

At an urban scale, the project is conceived as a welcoming addition to the neighbourhood, integrated with its start-up businesses, shops, bars and restaurants. The Arch Street site is between the residential and social hub of Rittenhouse Square and the cultural district around Ben Franklin Parkway. Reflecting Philadelphia's great civic tradition of public spaces, at ground level these two worlds come together in an 'urban room', which combines the best elements of a lobby, a plaza, retail and social spaces to create something completely new for the public realm of the city. Intended to revitalise the surrounding public realm, the scheme will include public works of art.

Below street level, a sheltered subterranean connection, centred on a channel of water and lined with shops, works of art and generous seating areas, links the existing public transport and suburban station with the new building. The scheme includes investments in public transport, creating new connections and amenities, and provision for underground parking.

The large, open floor plates are filled with daylight – each office level is equivalent in scale to twelve tennis courts. Loft-like, highly flexible spaces designed to allow staff great freedom in choosing how they work. Services are exposed and workplaces can be easily reconfigured, adapted and personalised to create project spaces for collaborating agencies or changing business needs.

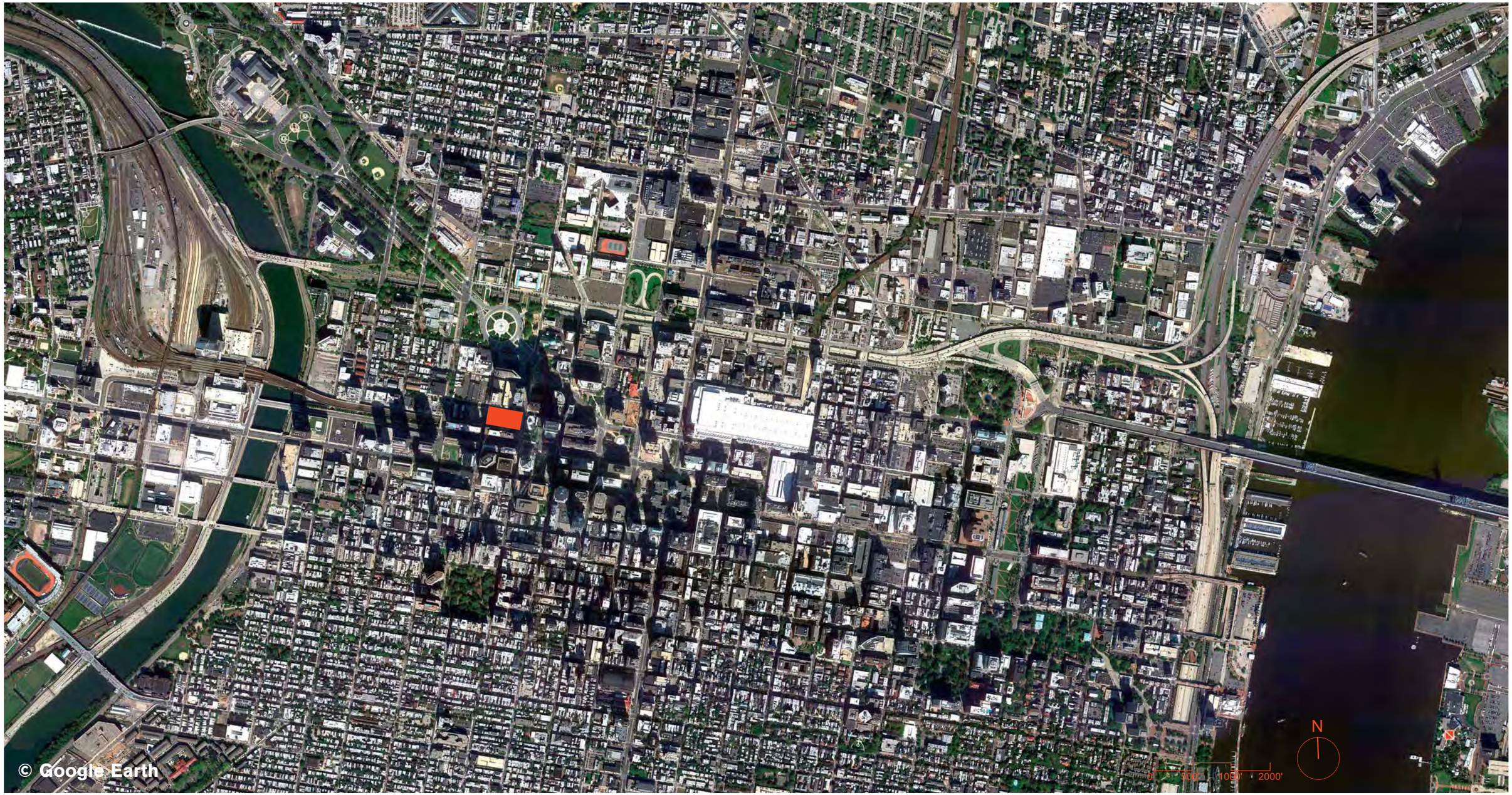
The project's goal is to achieve LEED Platinum (LEED Gold minimum). Responding to analysis of Philadelphia's climate, the minimum LEED Gold design takes advantage of the city's pleasant spring, summer and fall to introduce daylight and provide protection from the harsh winter. The scheme incorporates chilled beams and the building's structure and podium shelter the outdoor spaces, protecting Comcast Plaza from westerly and north-westerly winds.

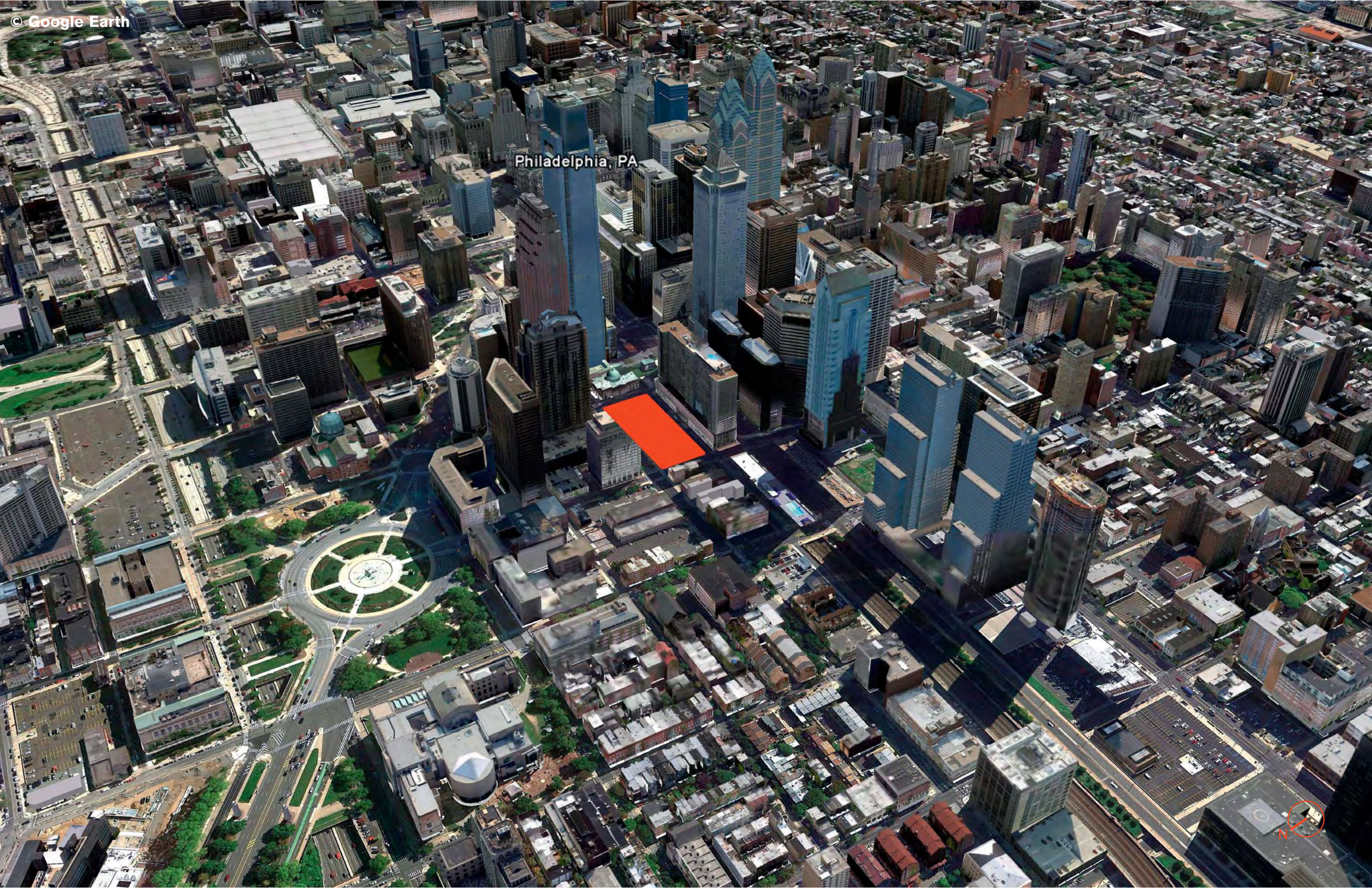


VIEW FROM NORTH WEST

VIEW FROM NORTH WEST

2. Photographs of Proposed Building Site




© Google Earth
Philadelphia, PA
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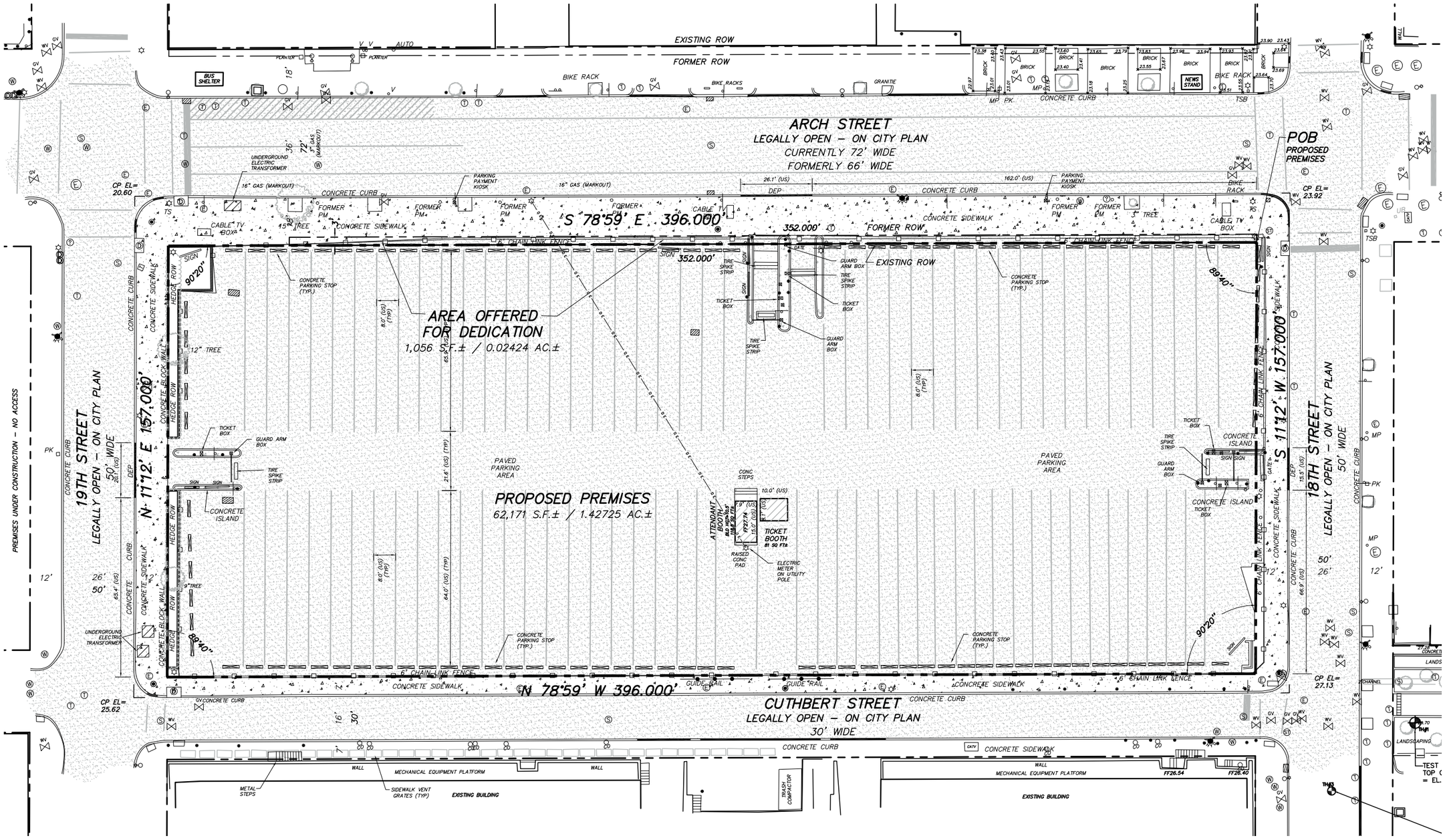
VIEW FROM 18TH STREET AND ARCH STREET

VIEW FROM ARCH STREET AND 19TH STREET

3. Existing Site Survey and Use



LEGEND

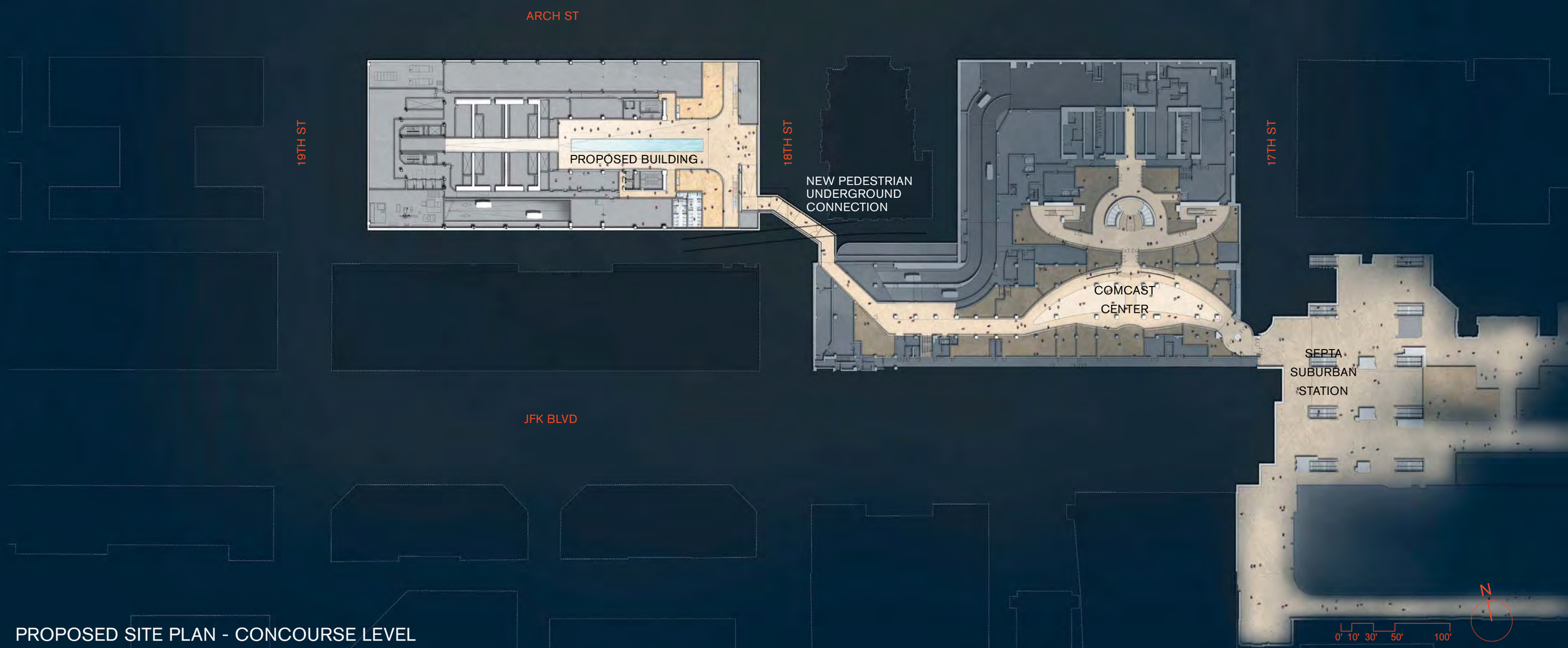
- UTILITY POLE
- UTILITY ACCESS COVERS
- UTILITY VENT
- UTILITY VALVES
- UTILITY METERS
- CLEAN OUT
- MONITORING WELL
- SIGN
- OVERHEAD UTILITY WIRE
- CHAIN LINK FENCE
- WOODEN OR METAL FENCE
- FENCE POST
- DRAINAGE CATCH BASIN
- FIRE HYDRANT
- LIGHT POLE
- BOLLARD
- MONUMENT
- IRON PIN
- SPOT GRADE
- SANITARY SEWER LINE
- STORM SEWER LINE
- GAS LINE
- WATER LINE
- TELEPHONE LINE
- ELECTRIC LINE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

4. Proposed Site Plan

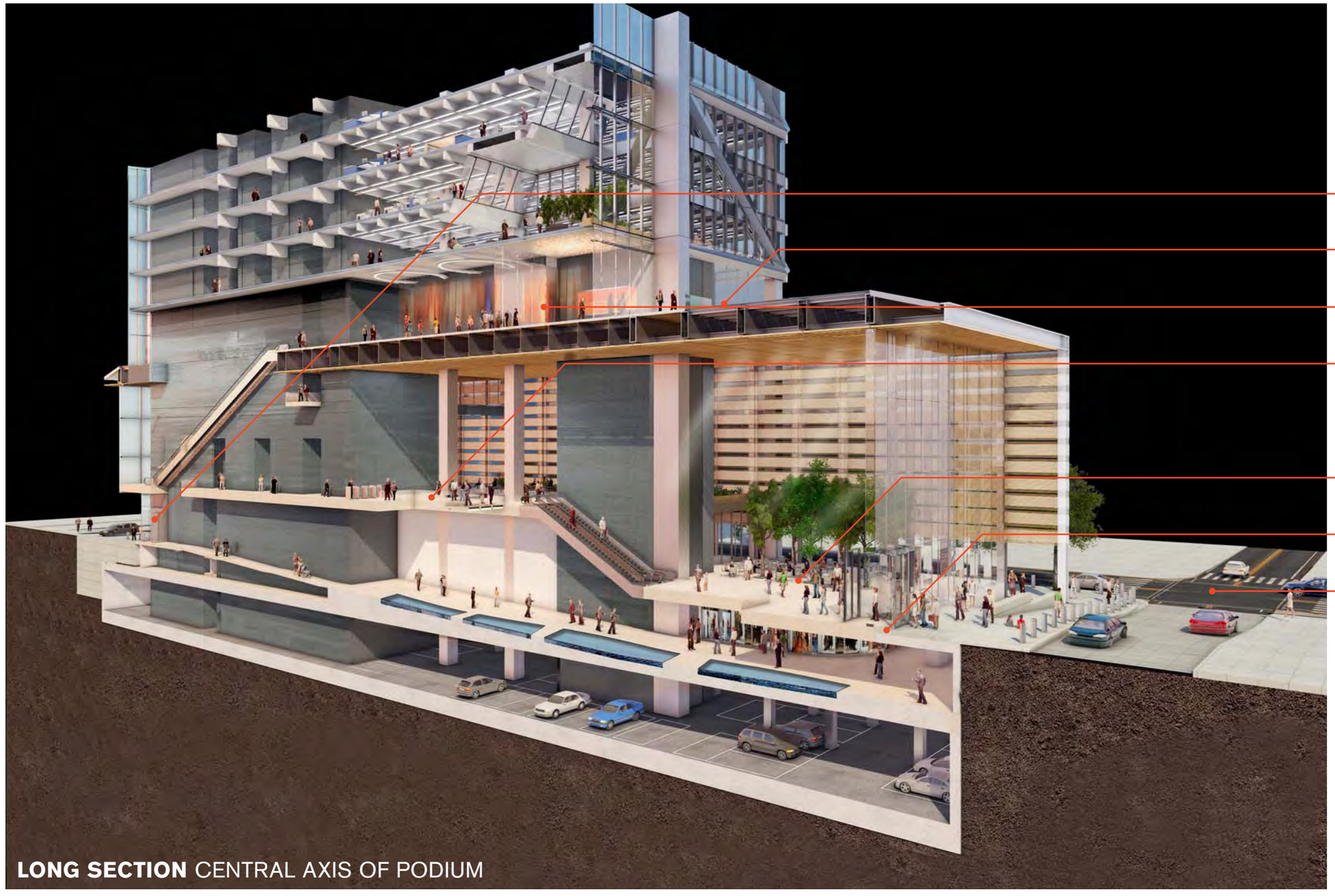


PROPOSED SITE PLAN - CONCOURSE LEVEL

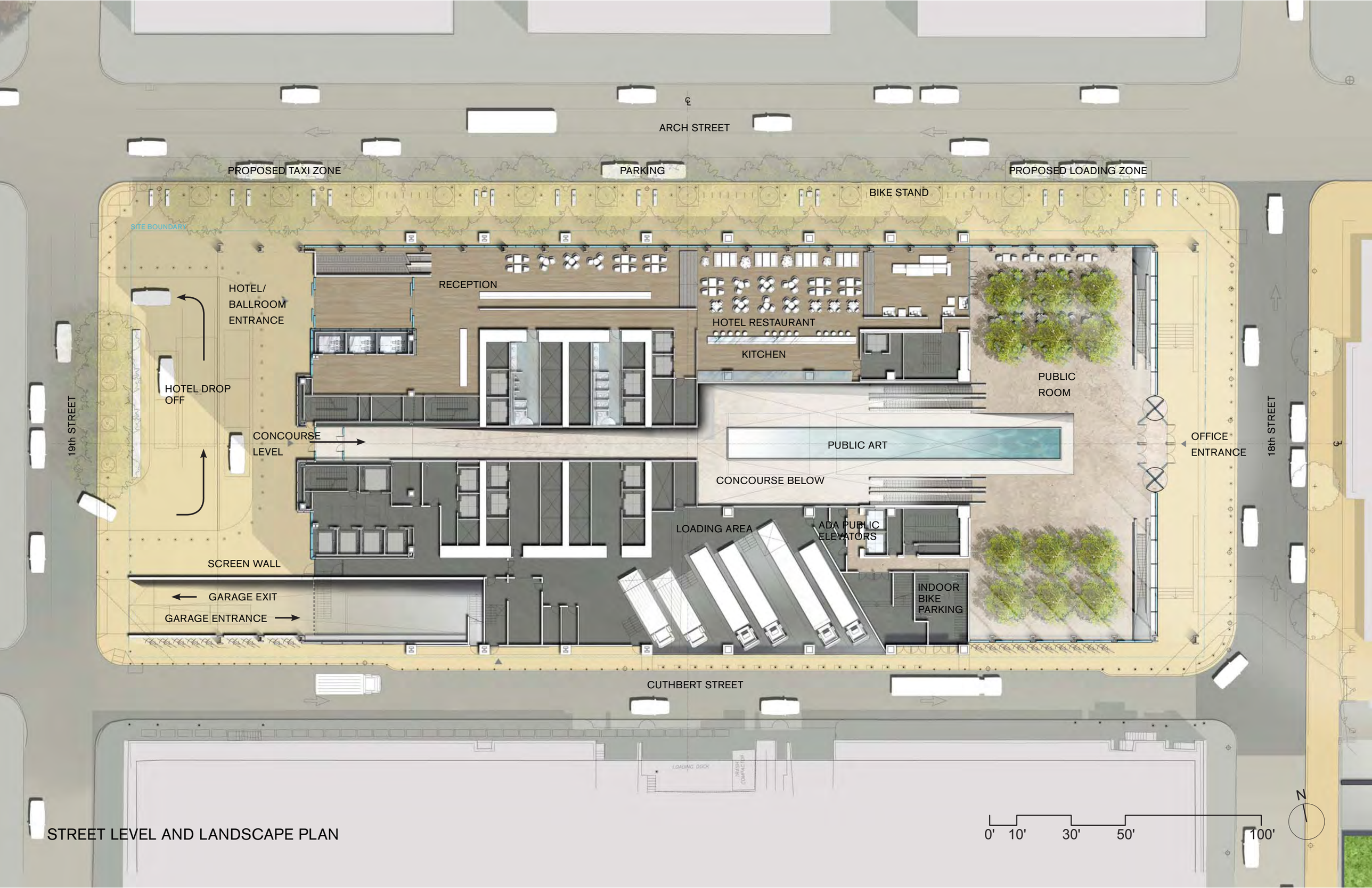
PROPOSED SITE PLAN - LEVEL 01

PROPOSED ROOF PLAN

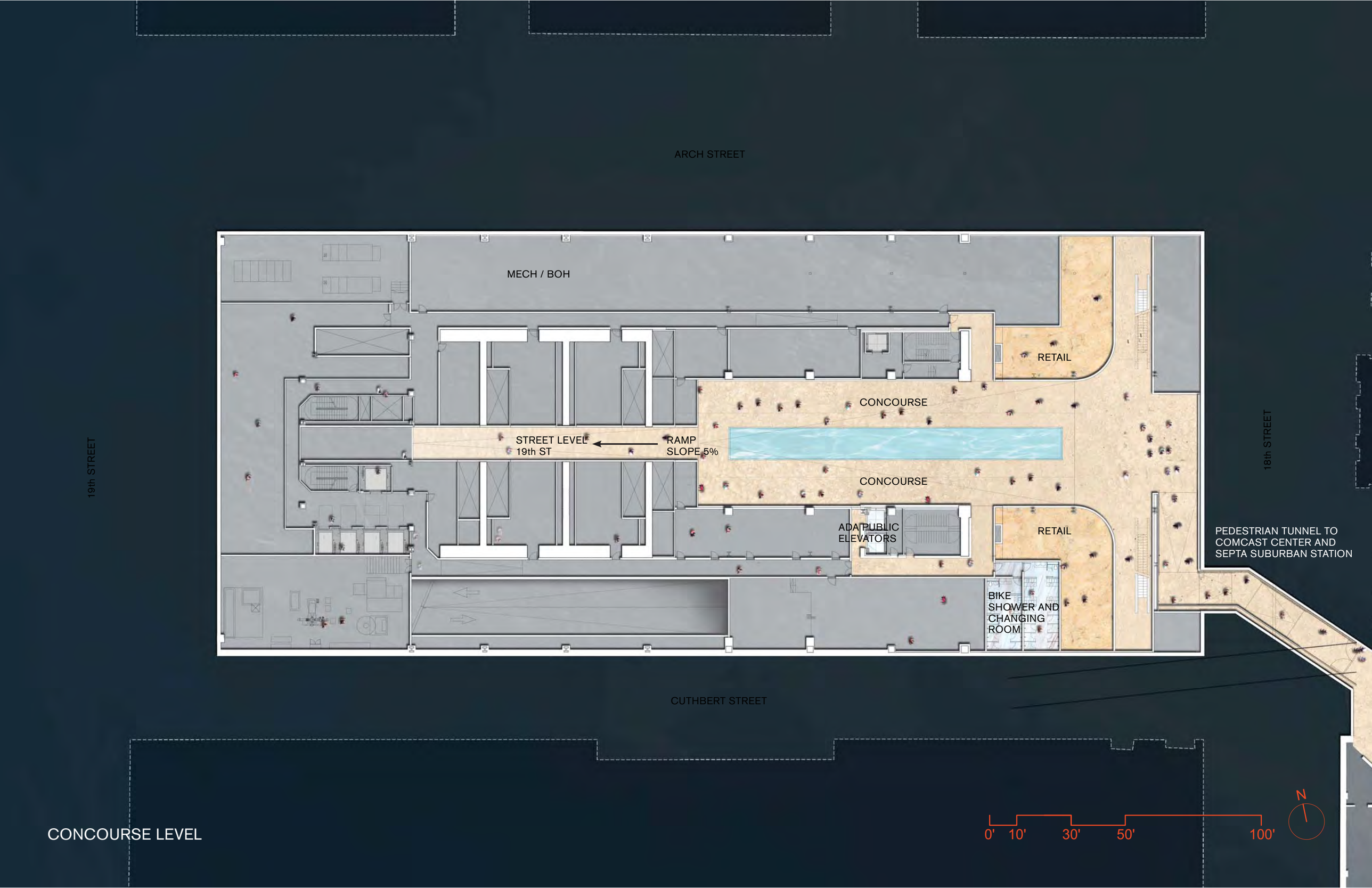
5. Proposed Floor Plans



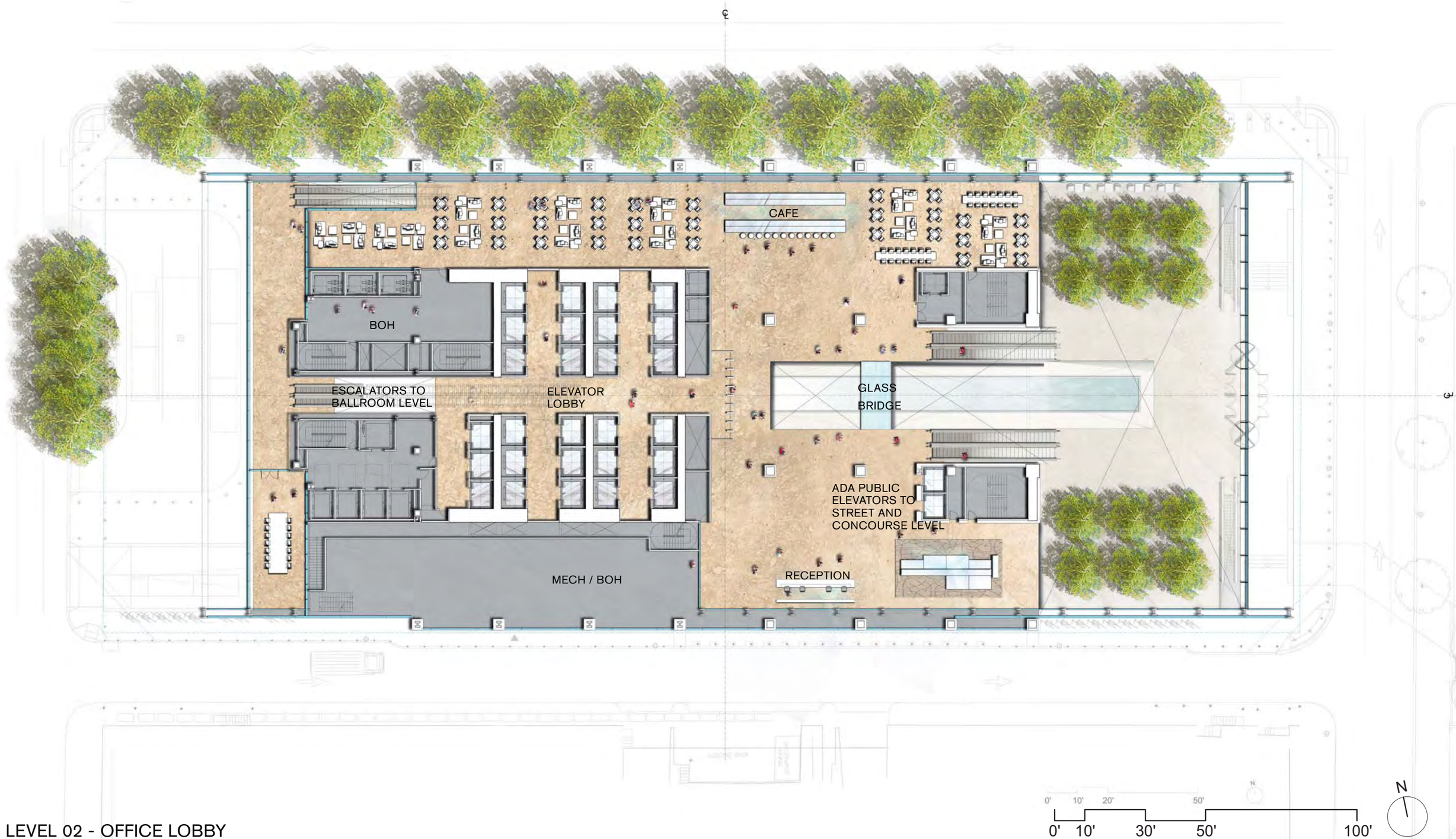
LONG SECTION CENTRAL AXIS OF PODIUM



STREET LEVEL AND LANDSCAPE PLAN



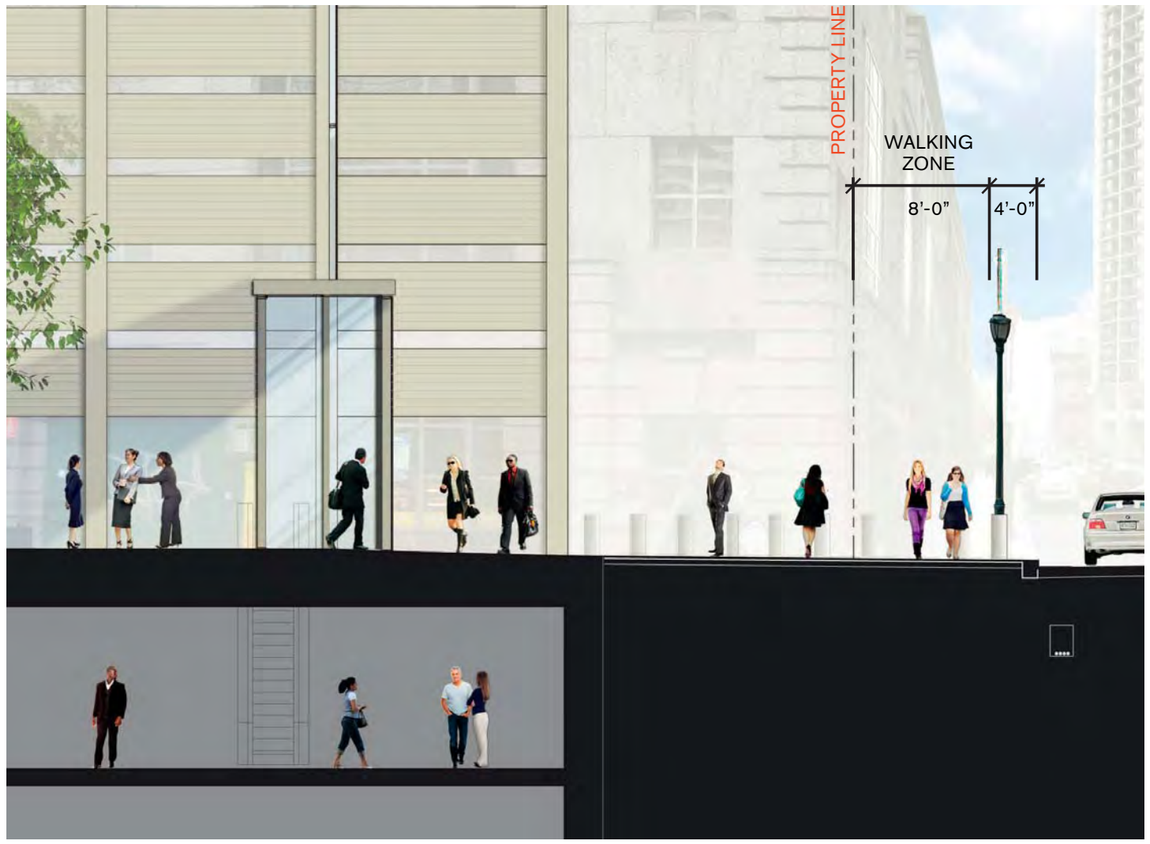
CONCOURSE LEVEL



LEVEL 02 - OFFICE LOBBY

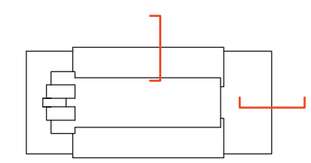
VIEW FROM 18TH STREET - OFFICE ENTRANCE

VIEW FROM 19TH STREET AND ARCH STREET - HOTEL ENTRANCE

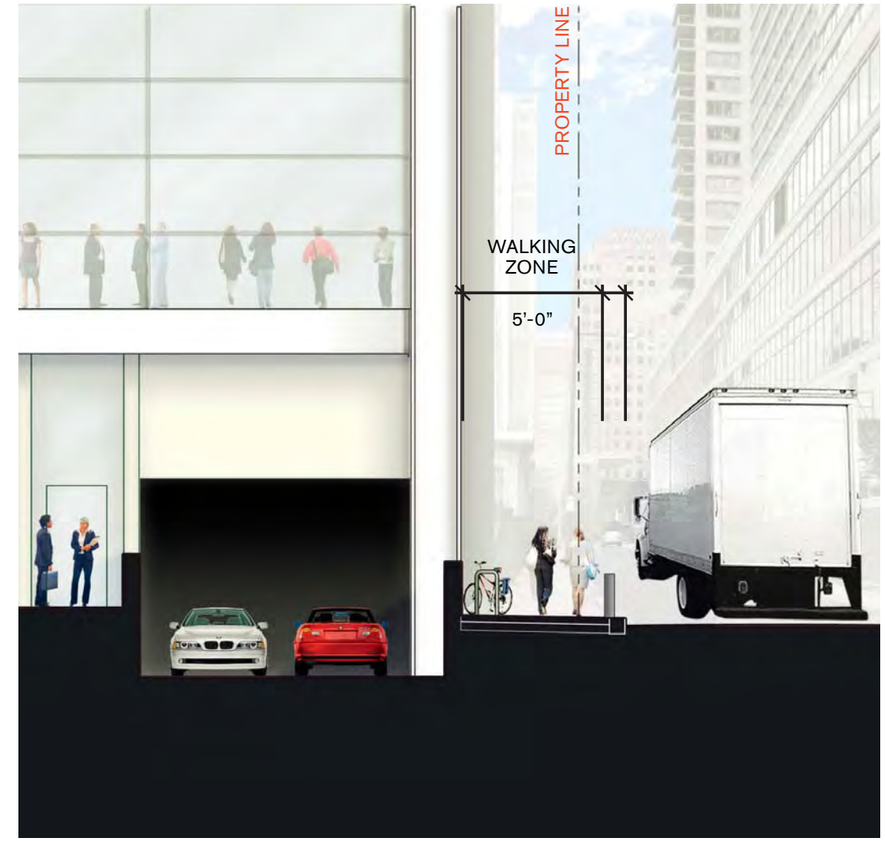


Section through 18th Street
5' 10'

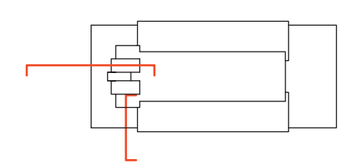
Section through Arch Street
5' 10'



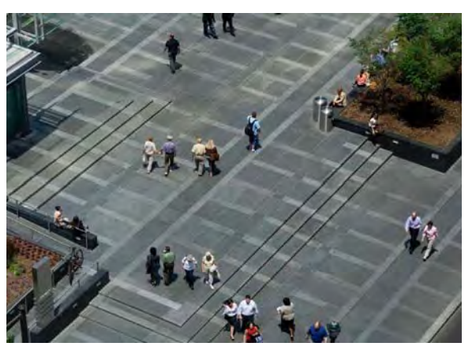
Section through 19th Street
5' 10'



Section through Cuthbert Street
5' 10'



Corner of 19th Street and Arch Street



Granite Paving

Bench

Stainless Steel Bollards

Stainless Steel Bike Rack

Stainless Steel Tree Grate

6. Landscaping / Streetscaping

London Plane Tree (Platanus x acerifolia 'Bloodgood')

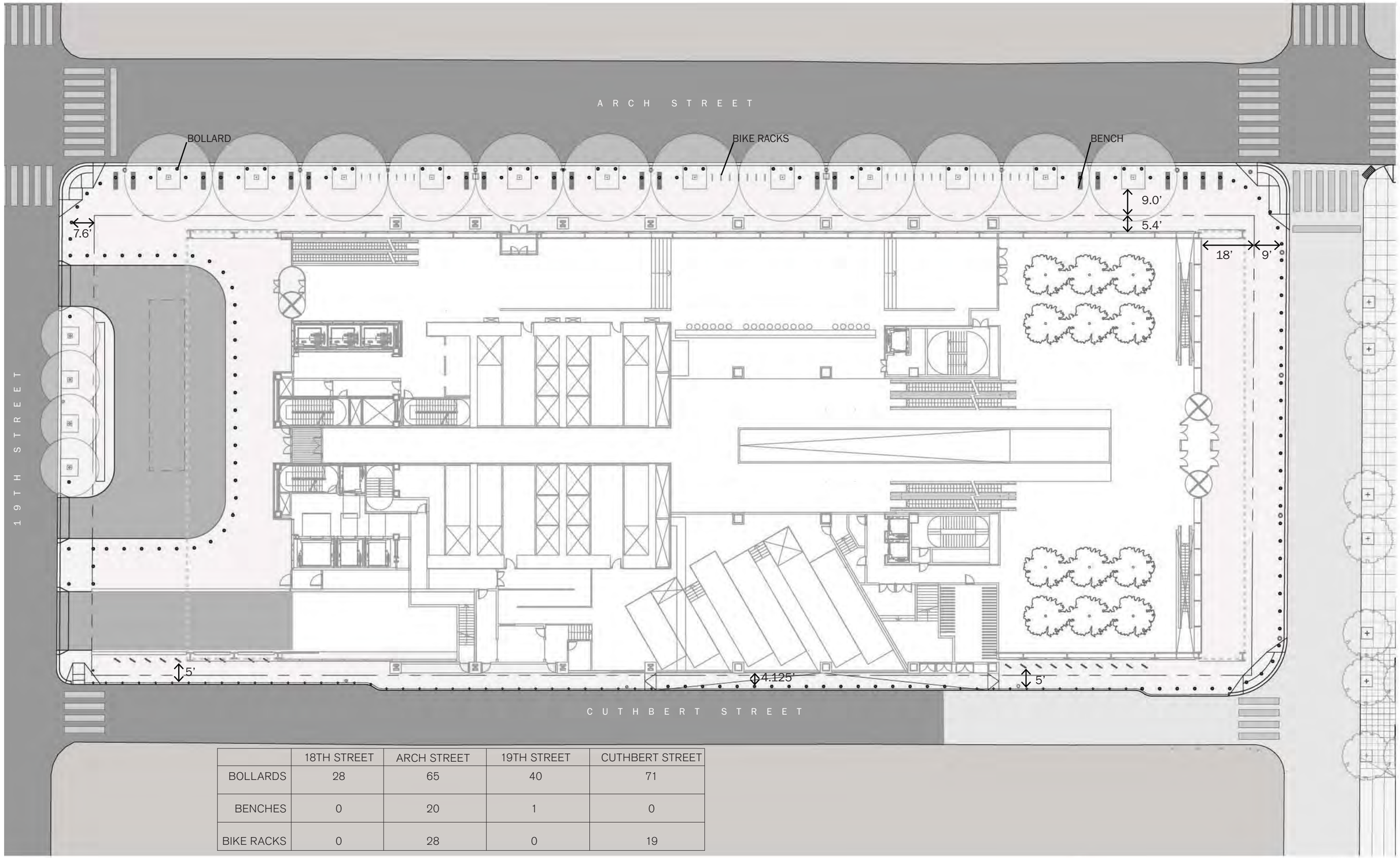
Littleleaf Lindens (Tilia cordata)

Green Roof Plant Species

There are five specific goals for the streetscape proposals. First to forge physical and visual continuity with the surrounding public realm and its pedestrian circulation. Second to promote vitality on the sidewalk, particularly a fluid inside outside relationship by providing furnishings and environment to promote year round use. A generous side walk width is proposed to support this. Third to provide coherence between the existing Comcast Plaza and the new streetscape to reinforce the notion of an urban campus within the city. 18th Street will be repaved between Cuthbert and Arch with a robust material closely coordinated with the city to support this. Fourth to facilitate ease of operational access and maintenance and finally to provide a level of security to the building and its occupants commensurate with the needs of the building and its occupants.

The materials will be good quality durable materials such as stainless steel furnishings and granite paving drawing from the palette used on the existing Comcast Plaza and streetscape. Benches will be provided around the perimeter coordinated with stainless steel bollards and bike racks all within the furnishing zone. Lighting will be from standard Streets Department 'Brown Rounds' and CCD Pedestrian post fittings to provide continuity with the district.

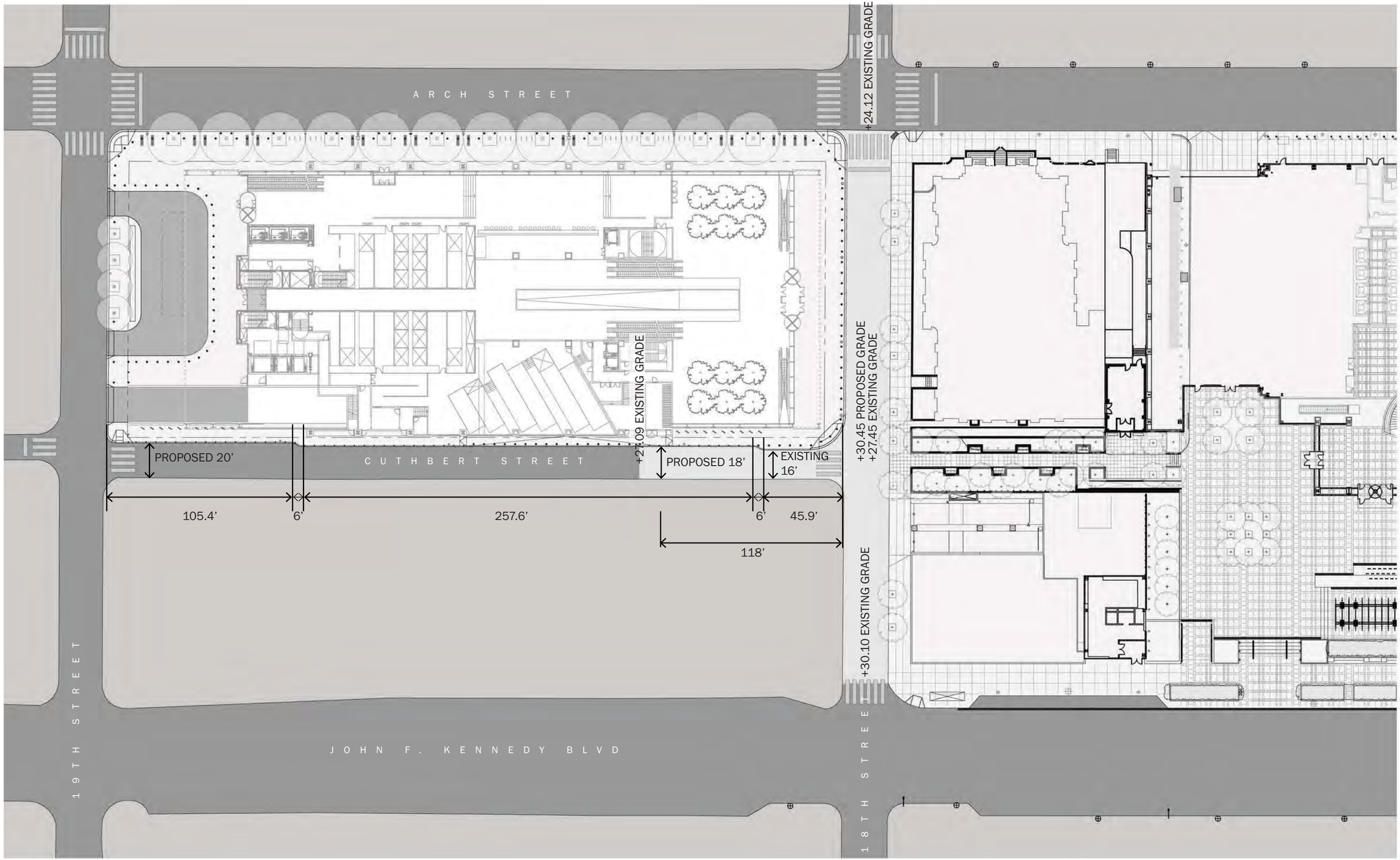
Street trees are selected from the Philadelphia Parks and Recreation Approved Street Tree List. On Arch Street London Plane Trees, Platanus x acerifolia 'Bloodgood', are proposed that are excellent urban trees with a good track record in Philadelphia and are of a scale and form appropriate to the size of the building and street. On 19th Street, in front of the hotel drop-off Littleleaf Lindens, Tilia cordata, are proposed. These are planted within tree trenches to provide excellent growing conditions. Green roofs are located on the 45th floor and will be planted with a range of species to promote regionally appropriate habitat.



	18TH STREET	ARCH STREET	19TH STREET	CUTHBERT STREET
BOLLARDS	28	65	40	71
BENCHES	0	20	1	0
BIKE RACKS	0	28	0	19

STREET SCAPE PLAN

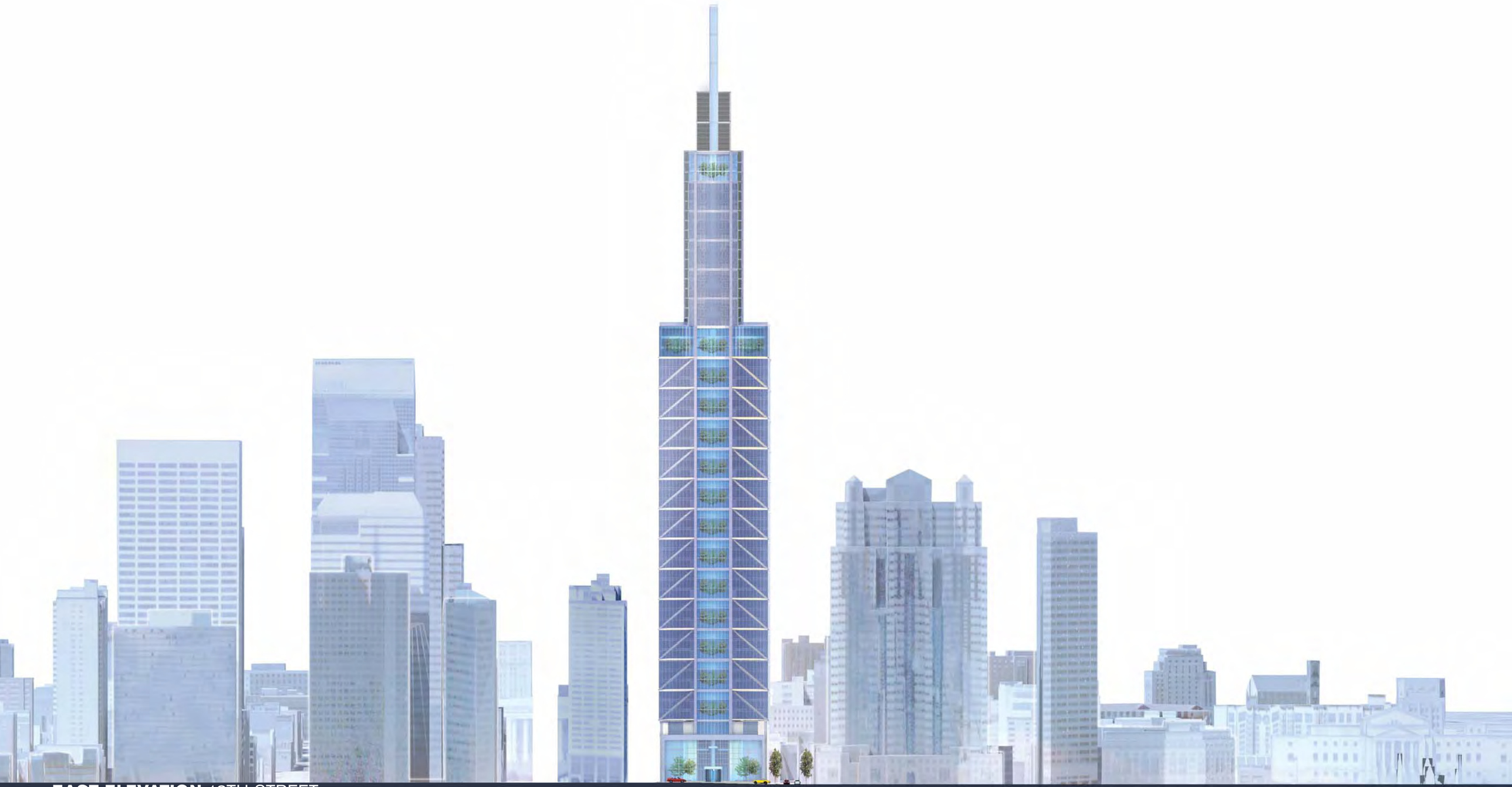
0' 30' 60'



18th AND CUTHBERT STREET IMPROVEMENTS

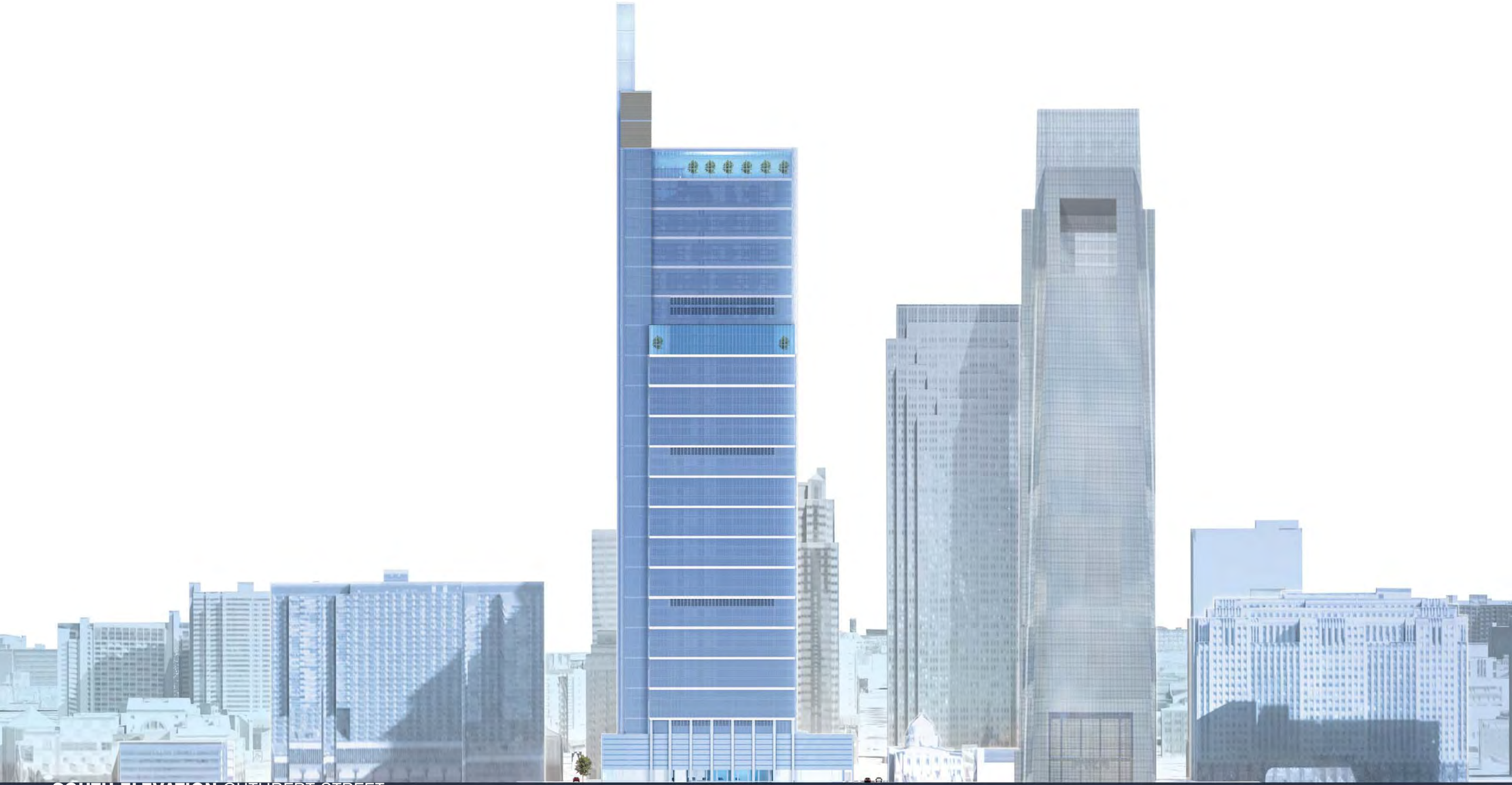
0' 50' 100'

7. Elevations

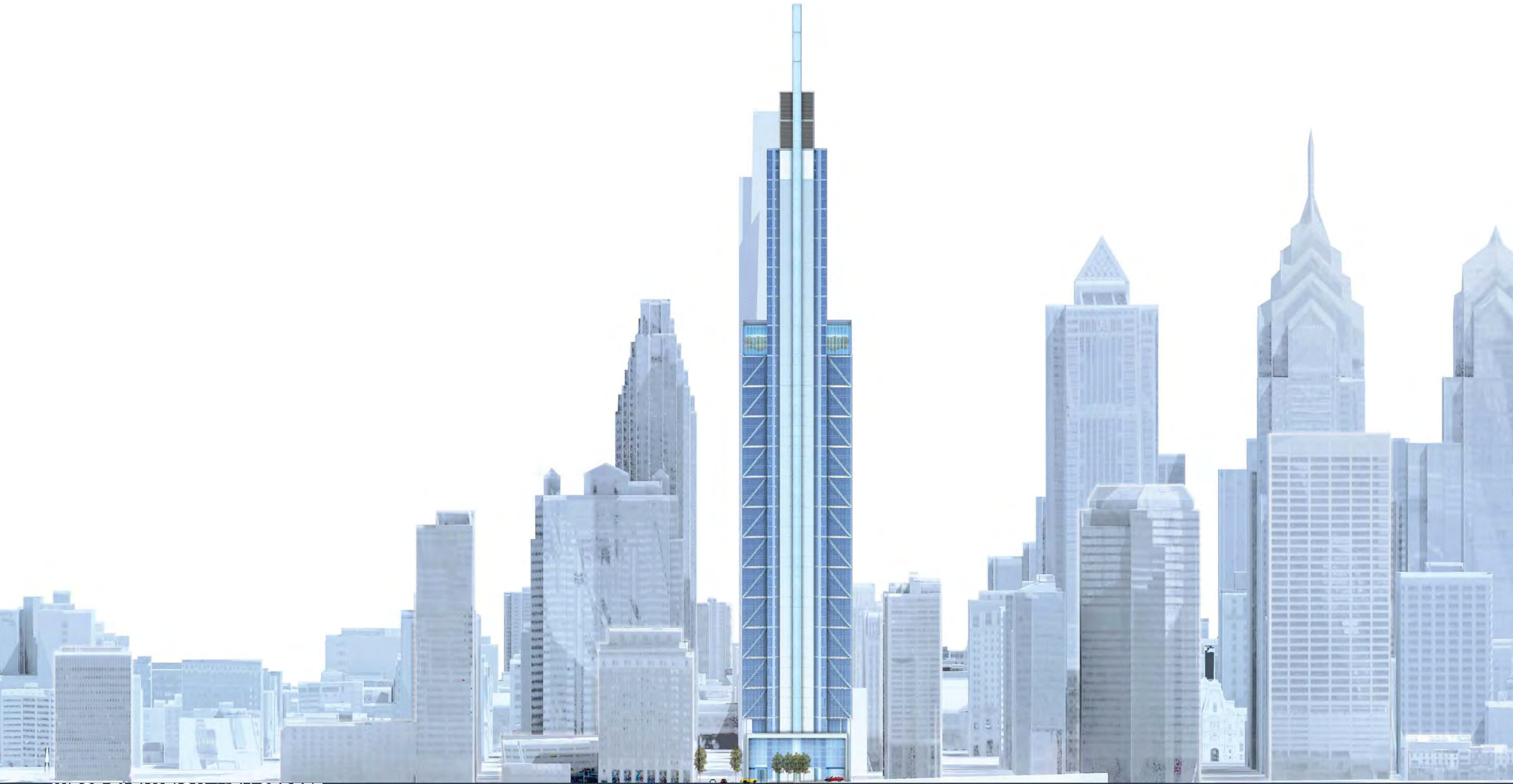


EAST ELEVATION 18TH STREET

NORTH ELEVATION ARCH STREET

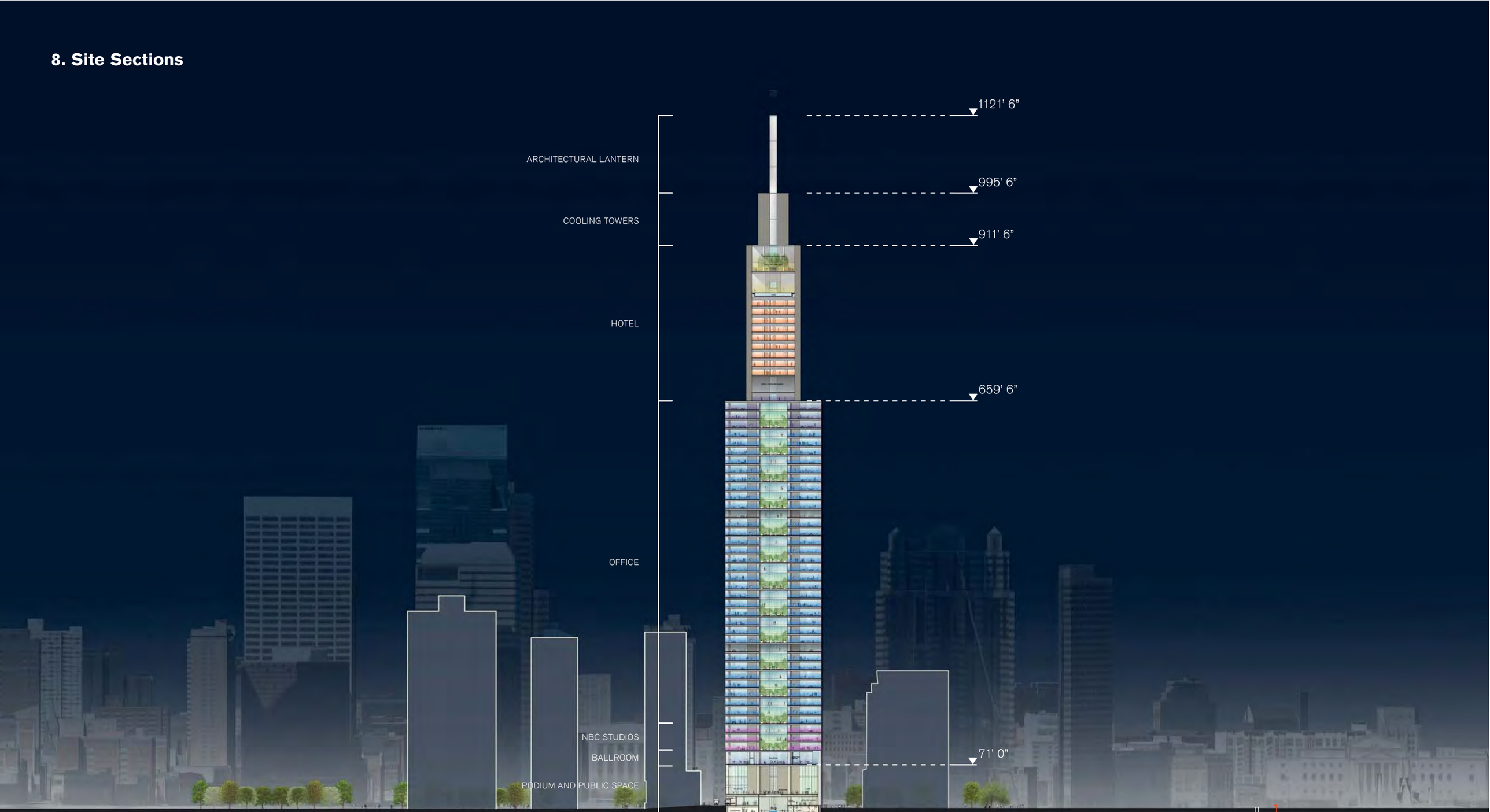


SOUTH ELEVATION CUTHBERT STREET

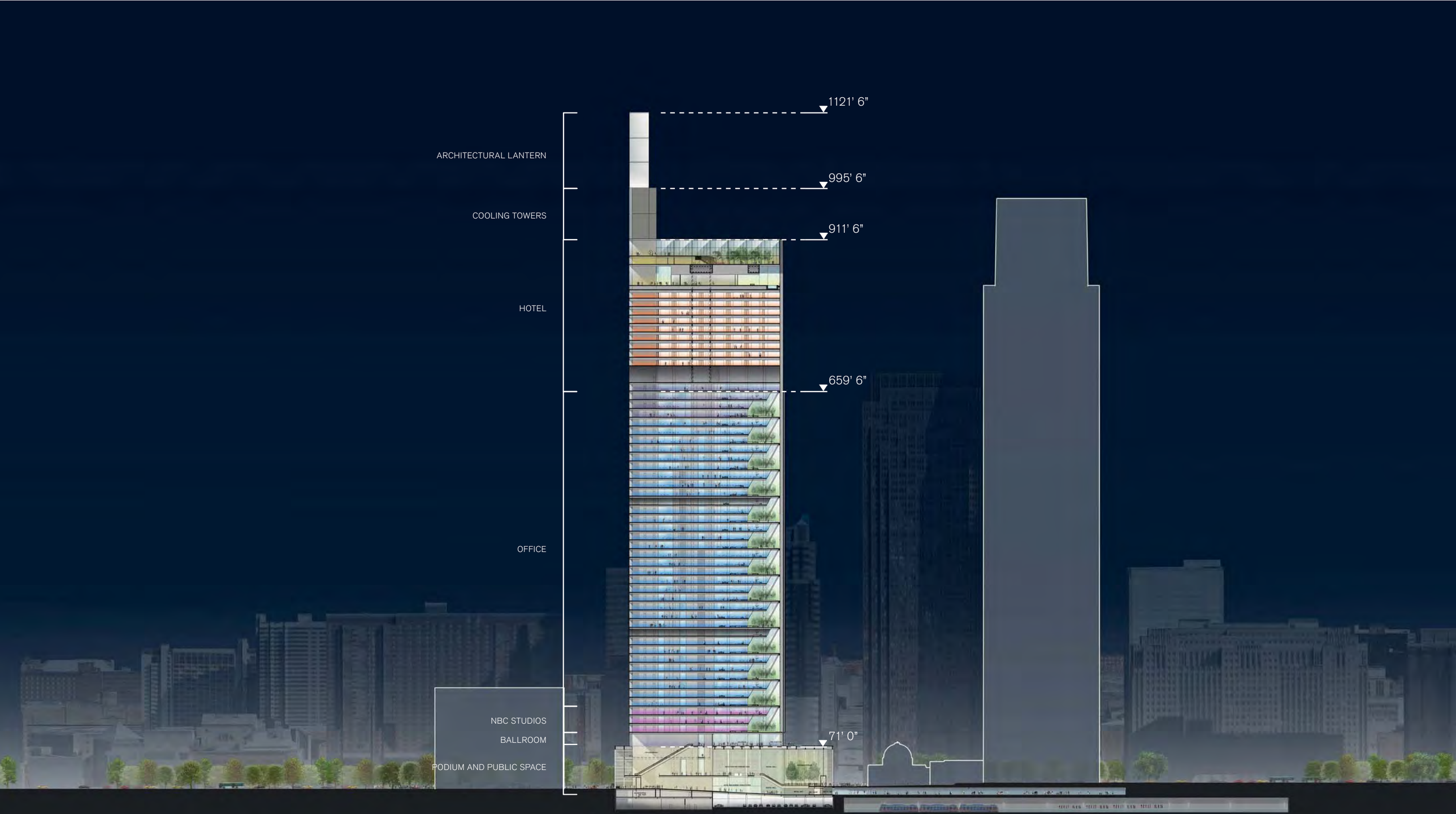


WEST ELEVATION 19TH STREET

8. Site Sections



CROSS SECTION PUBLIC SPACE AND OFFICE SKY GARDENS



LONG SECTION CENTRAL AXIS

VIEW FROM SOUTH EAST

10. Sustainable Design

LEED 2009 v3 for Core & Shell
1800 Arch Street

• Indicates Regional Priority Credit

Certified 40 to 49 points **Silver** 50 to 59 points **Gold** 60 to 79 points **Platinum** 80 or more points

Achievability rating: **Hi** = 90%, **Med** = 60%, **Low** = 10%, **NP** = not possible.

Achievability			
Gold Baseline	Potential Platinum Credits	Low	NP
76	9	6	24

Prerequisites

				RP		
Y					SS Prereq 1	**Construction Activity Pollution Prevention**
Y					WE Prereq 1	**Water Use Reduction:** 20%
Y					EA Prereq 1	**Fundamental Commissioning of Building Energy Systems**
Y					EA Prereq 2	**Minimum Energy Performance**
Y					EA Prereq 3	**Fundamental Refrigerant Management**
Y					MR Prereq 1	**Storage & Collection of Recyclables**
Y					IEQ Prereq 1	**Minimum IAQ Performance**
Y					IEQ Prereq 2	**Environmental Tobacco Smoke** (ETS) **Control**

Sustainable Sites

28	0	1	1	RP		
1					SS Credit 1	**Site Selection**
5					SS Credit 2	**Development Density and Community Connectivity**
			1		SS Credit 3	**Brownfield Redevelopment**
6					SS Credit 4.1	**Alternative Transportation:** Public Transportation Access
3				•	SS Credit 4.2	**Alternative Transportation:** Bicycle Storage & Changing Rooms
3					SS Credit 4.3	**Alternative Transportation:** Low-Emitting and Fuel-Efficient Vehicles
2					SS Credit 4.4	**Alternative Transportation:** Parking Capacity
2				•	SS Credit 5.1	**Site Development:** Protect or Restore Habitat
1					SS Credit 5.2	**Site Development:** Maximize Open Space
1					SS Credit 6.1	**Stormwater Design:** Quantity Control
1					SS Credit 6.2	**Stormwater Design:** Quality Control
1					SS Credit 7.1	**Heat Island Effect:** Non-Roof
1					SS Credit 7.2	**Heat Island Effect:** Roof
		1			SS Credit 8	**Light Pollution Reduction**
1					SS Credit 9	**Tenant Design and Construction Guidelines**

Water Efficiency

4	3	2	2	RP		
4					WE Credit 1	**Water Efficient Landscaping:** 50% / 100% Reduction
			2		WE Credit 2	**Innovative Wastewater Technologies**
	3	2		•	WE Credit 3	**Water Use Reduction:** 30% / 35% / 40%

Energy & Atmosphere

21	3	2	12	RP		
5					EA Credit 1	**Optimize Energy Performance:** 12% / 14% / 16%
3					EA Credit 1	**Optimize Energy Performance:** 18% / 20% / 22%
1	2				EA Credit 1	**Optimize Energy Performance:** 24% / 26% / 28%
	1	2			EA Credit 1	**Optimize Energy Performance:** 30% / 32% / 34%
			3		EA Credit 1	**Optimize Energy Performance:** 36% / 38% / 40%
			4		EA Credit 1	**Optimize Energy Performance:** 42% / 44% / 46% /48%
			5	•	EA Credit 2	**On-Site Renewable Energy:** 1%
2					EA Credit 3	**Enhanced Commissioning**
2					EA Credit 4	**Enhanced Refrigerant Management**
3					EA Credit 5.1	**Measurement & Verification:** Base Building
3					EA Credit 5.2	**Measurement & Verification:** Tenant Submetering
2					EA Credit 6	**Green Power**

Materials & Resources

7	0	0	6	RP		
			5	•	MR Credit 1	**Building Reuse:** Maintain Existing Walls, Floors, & Roof, 25%-75%
2					MR Credit 2	**Construction Waste Management:** 50% / 75%
			1		MR Credit 3	**Materials Reuse:** 5%
2					MR Credit 4	**Recycled Content:** 10% / 20% (post-consumer + 1/2 pre-consumer)
2					MR Credit 5	**Regional Materials:** 10% / 20%
1					MR Credit 6	**Certified Wood**

Indoor Environmental Quality

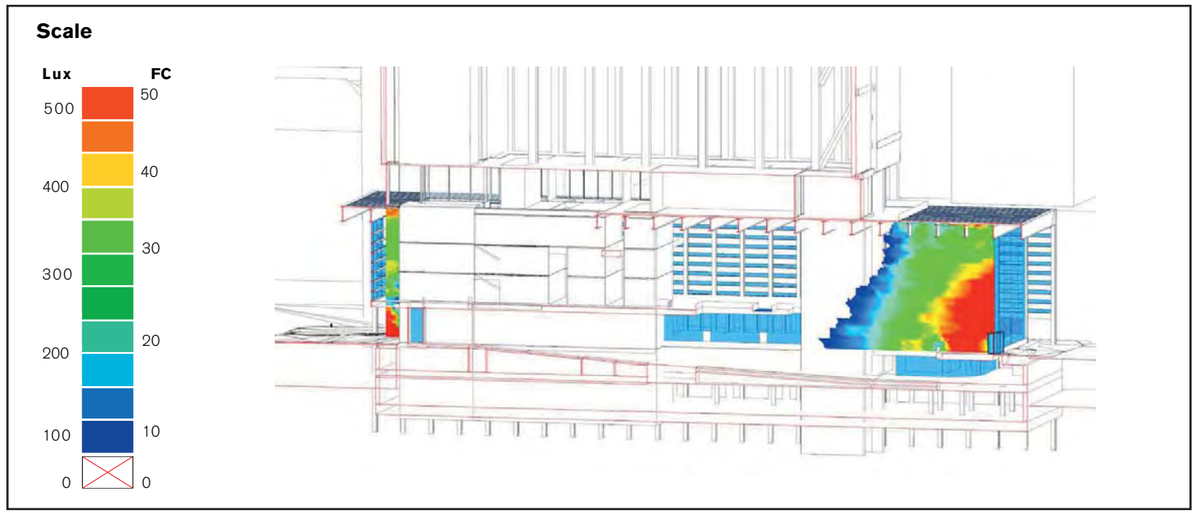
9	3	0	1	RP		
1					IEQ Credit 1	**Outdoor Air Delivery Monitoring**
1					IEQ Credit 2	**Increased Ventilation**
1					IEQ Credit 3	**Construction IAQ Management Plan:** During Construction
1					IEQ Credit 4.1	**Low-Emitting Materials:** Adhesives & Sealants
1					IEQ Credit 4.2	**Low-Emitting Materials:** Paints & Coatings
1					IEQ Credit 4.3	**Low-Emitting Materials**: Flooring Systems
1					IEQ Credit 4.4	**Low-Emitting Materials:** Composite Wood & Agrifiber Products
1					IEQ Credit 5	**Indoor Chemical & Pollutant Source Control**
			1		IEQ Credit 6	**Controllability of Systems:** Thermal Comfort
1					IEQ Credit 7	**Thermal Comfort:** Design
	2			•	IEQ Credit 8.1	**Daylight & Views:** Daylight
	1				IEQ Credit 8.2	**Daylight & Views:** Views

Innovation in Design

6	0	0	0		
1				ID Credit 1.1	**Innovation in Design, Green Education**
1				ID Credit 1.2	**Innovation in Design, Green Cleaning**
1				ID Credit 1.3	**Innovation in Design, Greatly Exceed MRc2**
1				ID Credit 1.4	**Innovation in Design, Greatly Exceed SSc4.1**
1				ID Credit 1.5	**Innovation in Design, Pilot Credit**
1				ID Credit 2	**LEED™ Accredited Professional**

The 1800 Arch Street project is being designed to achieve a LEED Gold rating, with a goal of achieving LEED Platinum rating, the highest level of certification. Taking advantage of site location, the project integrates the urban context of downtown Philadelphia through public plazas, green spaces, and a mixed use development profile. The project will exceed best practice approaches and implement innovative strategies that focus on greater energy savings and reduced greenhouse gas (GHG) emissions with efficient systems, enhanced water management, selection of sustainably preferred materials, and improved indoor air quality for occupant health and comfort.

atelier ten



Building Massing and Orientation

A high performance curtain wall system with low emissivity glass minimizes environmental impacts of greenhouse gas emissions from energy losses and solar heat gain through the building envelope, reducing cooling loads and maintaining radiant comfort for building occupants. Triple-height winter gardens extending vertically up the east facade provide amenity spaces with connection to the outdoors. The open floor plans allow for these atrium spaces to provide a more even distribution of daylight to the building interior.

Materials

To the extent possible, construction materials will be regionally sourced and manufactured, reducing GHG emissions from embodied energy and transport miles while also supporting local industry. Materials with high recycled content conserve raw resources., while responsibly sourced FSC-certified wood preserves forests and promotes sustainable timber industry.

Indoor Air Quality

Displacement ventilation at the occupant zone in public spaces improves occupant comfort and provides superior indoor air quality through heat source contaminant removal. The increased ventilation provided by the chilled beams provides fresh air for enhanced productivity and thermal comfort. The base building construction materials have been selection for low volatile organic compound (VOC) emitting finishes and furnishings, protecting human health and improving indoor air quality.

Site and Landscape

On-site bicycle storage and underground connection to the SEPTA Suburban Station encourage alternative transportation, reducing atmospheric pollution and encouraging a more active urban experience. Native and/or adapted vegetation is provided on the hotel roof requires no irrigation, providing habitat for indigenous species and promoting biodiversity. The green roof also reduces the urban heat island effect and insulates the building. The green roof, along with supplemental detention tanks reduce the quantity and improve the quality of stormwater runoff, protecting the municipal sewer system and

Energy Systems

The coordination of high performance mechanical systems captures plant and distribution side efficiencies resulting in reduced conditioning loads. These systems include active chilled beams, displacement ventilations, and high performance boiler and chiller configurations.

Water Efficiency

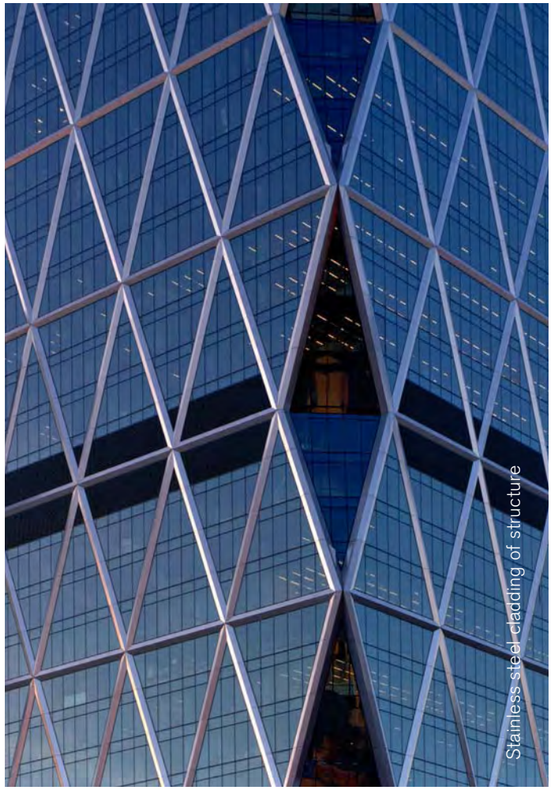
High efficiency plumbing fixtures reduce potable water consumption, conserving water supply resources and reducing demand on municipal wastewater treatment systems.

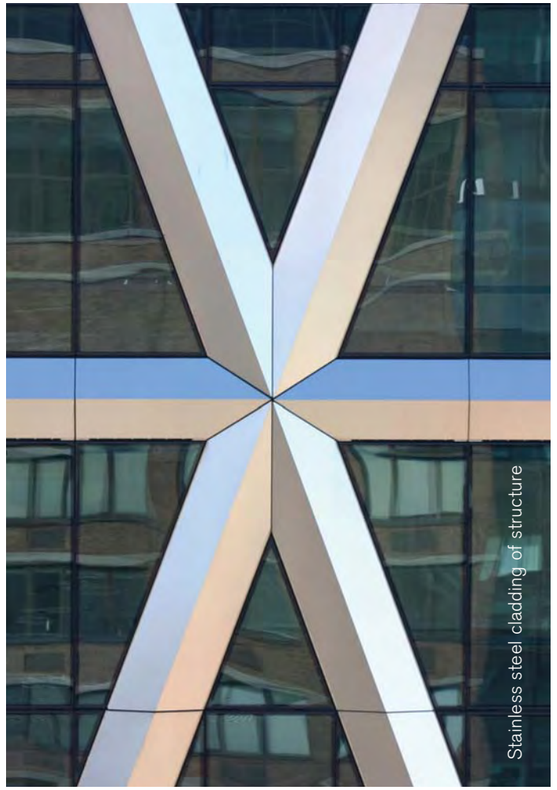
11. Materials, Colors and Textures

Given the significance of the new tower to Philadelphia, materials of the highest quality have been selected for both the interior and exterior. Glass has been chosen as the primary material for its clarity and openness, allowing the exterior of the building to be animated by the motion of the lifts and the activity of people inside the loft-like work spaces. At the same time, careful consideration has been given to its specification and detailing to ensure that these goals are not compromised by excessive solar glare, reflection or heat gain. The steel structure is expressed, glass lifts animate the façade and the 'blades' of glass at the apex of the tower echo its form to provide a distinctive marker on the skyline.

The public room at ground level is clad in a combination of glazed and solid panels, with slim glazed strips providing filtered daylight. Along Arch Street, the restaurant fronts are fully glazed and interspersed with painted steel columns. The podium structure is transparent at each end to reveal the dramatic space and works of art within, inviting exploration.

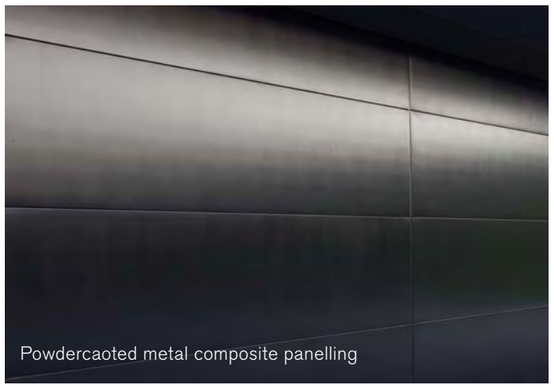
Sperone Westwater Gallery


Stainless steel cladding of structure


Stainless steel cladding of structure

Sainsbury Centre for Visual Arts

The Bow , Calgary


Powdercaoted metal composite panelling

Ceramic facade panels in steel framing

1. Expressed lifts activate the building day and night.

2. Framed clear glass facades at each end of podium create welcoming entrances at street level.

3. Three story office skygardens encourage interaction and socializing.

GLASS LANTERN

ENCLOSED COOLING TOWERS

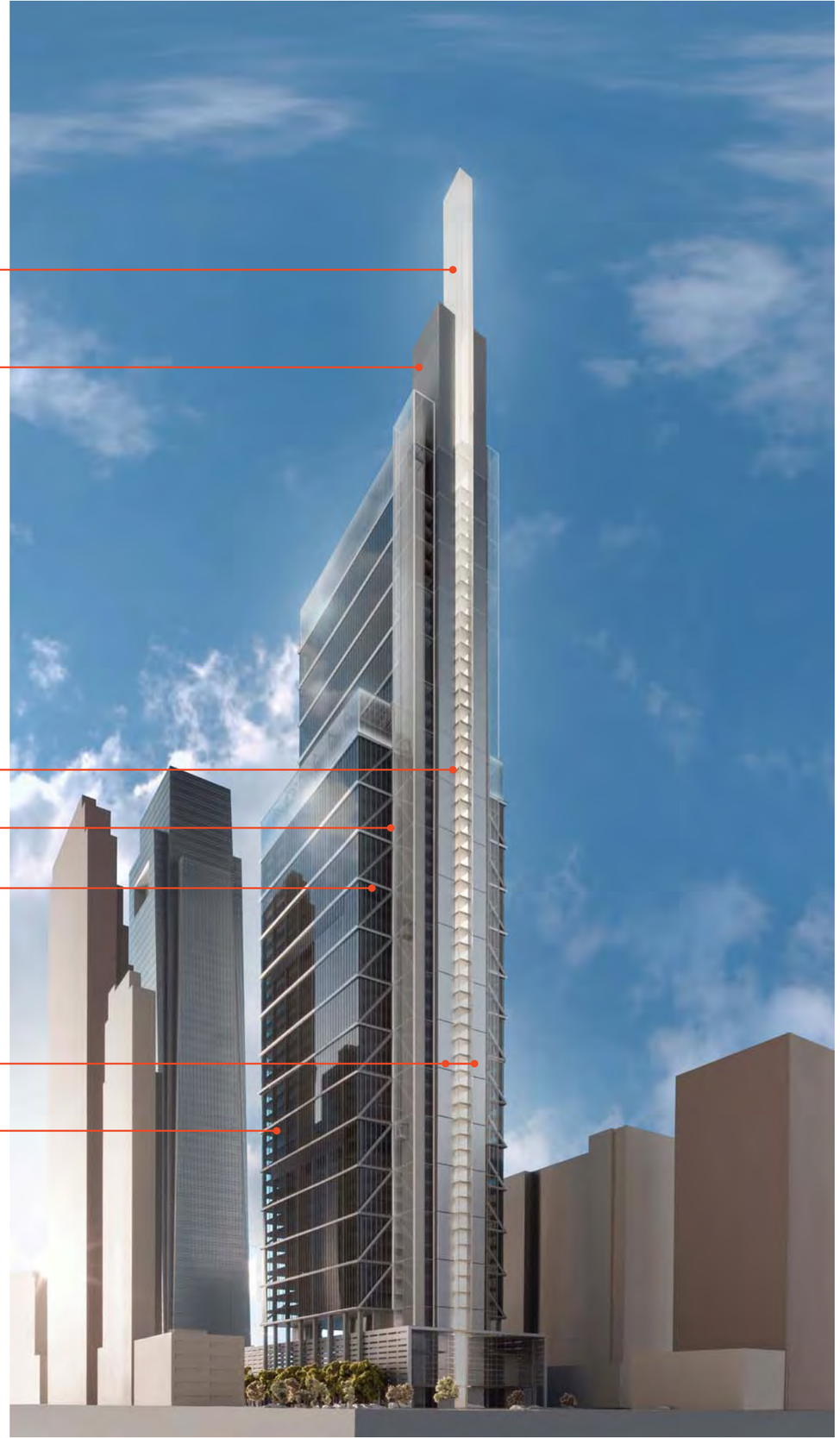
FULL HEIGHT GLASS FACADE

GLAZED FEATURE ELEVATOR TO HOTEL

STAINLESS STEEL STRUCTURAL
SLAB AND BEAM CLADDING

METAL CLADDING

FLOOR TO CEILING OFFICE GLASS FACADE
WITH VERTICAL ALUMINIUM CAPPING



PULLED BACK GLASS FACADE

CERAMIC OR PAINTED METAL PANELS

STAINLESS STEEL OR PAINTED METAL

FULL HEIGHT RETAIL FRONT GLASS FACADE

12. Sky Plane Compliance

Zoning Toolbox

Regulated Street Width	Regulated Height Interval	Allowed Blockage of Sky plane
50-59 ft. (including but not limited to Race and Locust Streets)	>575 ft	0%
	285-575 ft.	60%
	150-285 ft.	70%
	90-150 ft.	80%
	65-90 ft.	85%
	<65 ft.	100%
60-69 ft. (including but not limited to Chestnut and Walnut Streets)	>690 ft.	0%
	340-690 ft.	60%
	175-340 ft.	70%
	115-175 ft.	80%
	80-115 ft.	85%
	<80 ft.	100%
70-79 ft. (including but not limited to Arch Street)	>825 ft.	0%
	415-825 ft.	60%
	200-415 ft.	70%
	135-200 ft.	80%
	100-135 ft.	85%
	<100 ft.	100%
80-89 ft.	>920 ft.	0%
	460-920 ft.	60%
	225-460 ft.	70%
	150-225 ft.	80%
	110-150 ft.	85%
	<110 ft.	100%
90-99 ft.	>1030 ft.	0%
	510-1030 ft.	60%
	255-510 ft.	70%
	170-255 ft.	80%
	120-170 ft.	85%
	<120 ft.	100%
100 ft. or wider (including but not limited to Market Street and JFK Boulevard)	>1145 ft.	0%
	570-1145 ft.	60%
	285-570 ft.	70%
	190-285 ft.	80%
	125-190 ft.	85%
	<125 ft.	100%

	18th St	Arch St	19th St
825'	0 % (60 %)	30 % (60 %)	0 % (60 %)
415'	0 % (70 %)	64 % (70 %)	20 % (70 %)
200'	46 % (80 %)	64 % (80 %)	55 % (80 %)
135'	100 % (85 %)	64 % (85 %)	85 % (85 %)
100'	98 % (100 %)	85 % (100 %)	98 % (100 %)
0'			

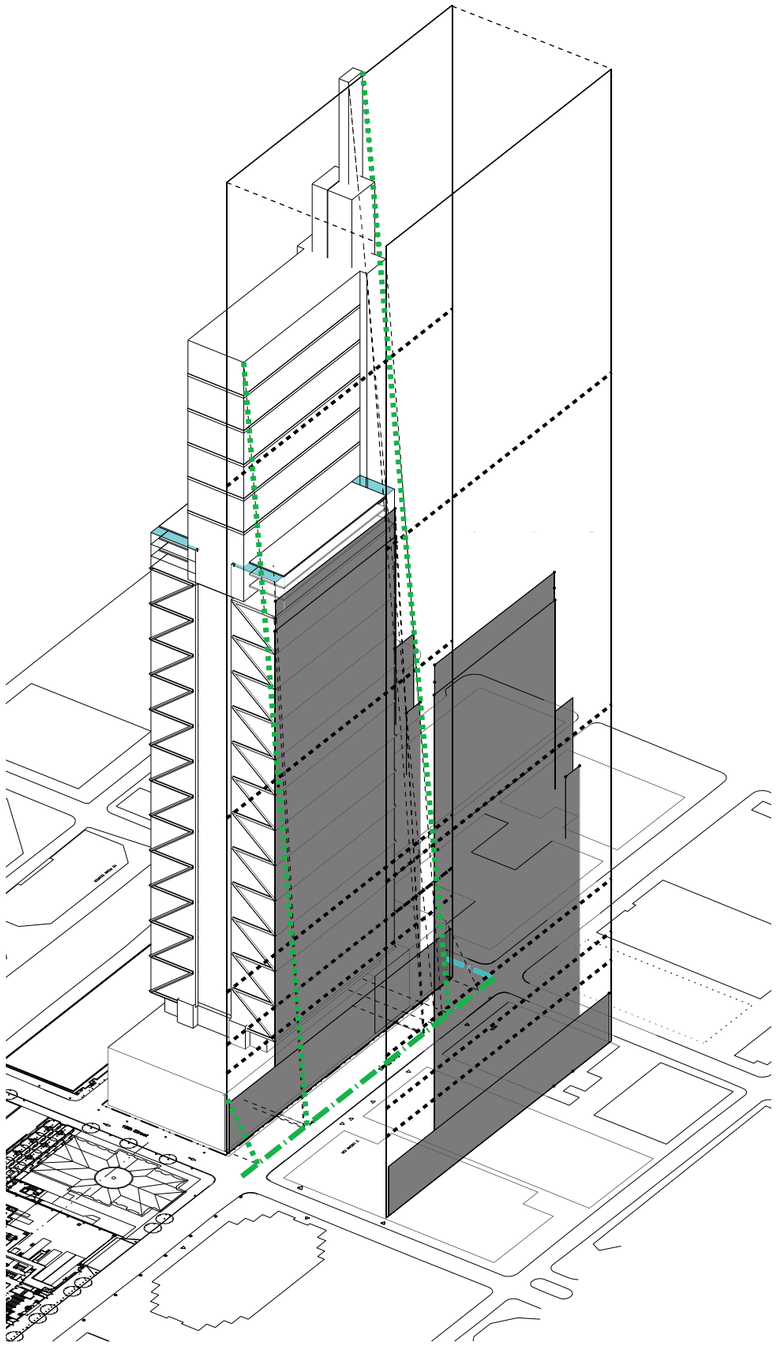
% = Actual percentage
(# %) = Allowed percentage

Existing Zoning Code

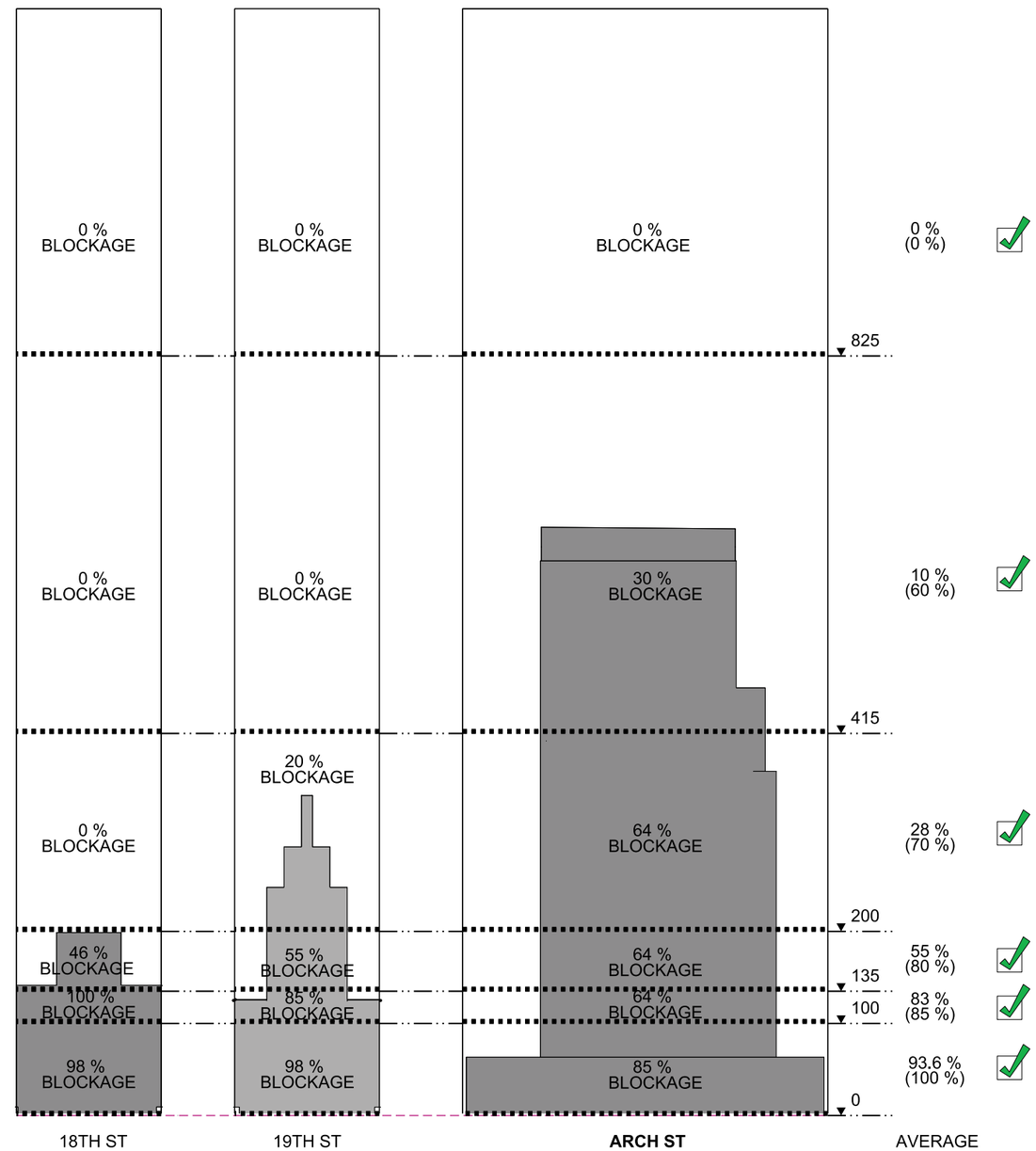
	18th St	Arch St	19th St	Based on Averaging under Bill No. 140009
825'	0 % (60 %)	30 % (60 %)	0 % (60 %)	10 % (60 %)
415'	0 % (70 %)	64 % (70 %)	20 % (70 %)	28 % (70 %)
200'	46 % (80 %)	64 % (80 %)	55 % (80 %)	55 % (80 %)
135'	100 % (85 %)	64 % (85 %)	85 % (85 %)	83 % (85 %)
100'	98 % (100 %)	85 % (100 %)	98 % (100 %)	93.6 % (100 %)
0'				

% = Actual percentage
(# %) = Allowed percentage

Proposed Amendment Pursuant to Bill No. 140009



ARCH STREET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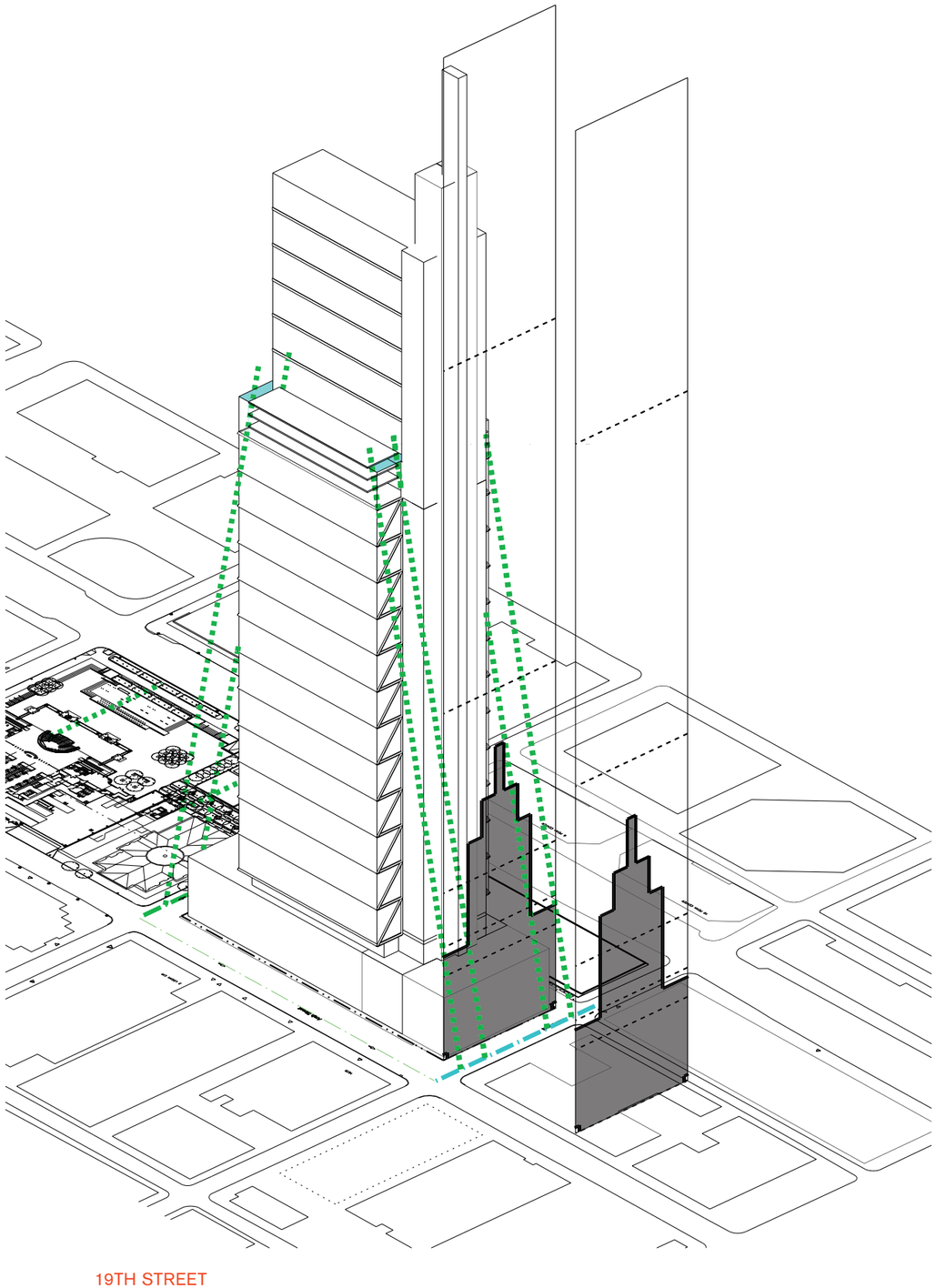
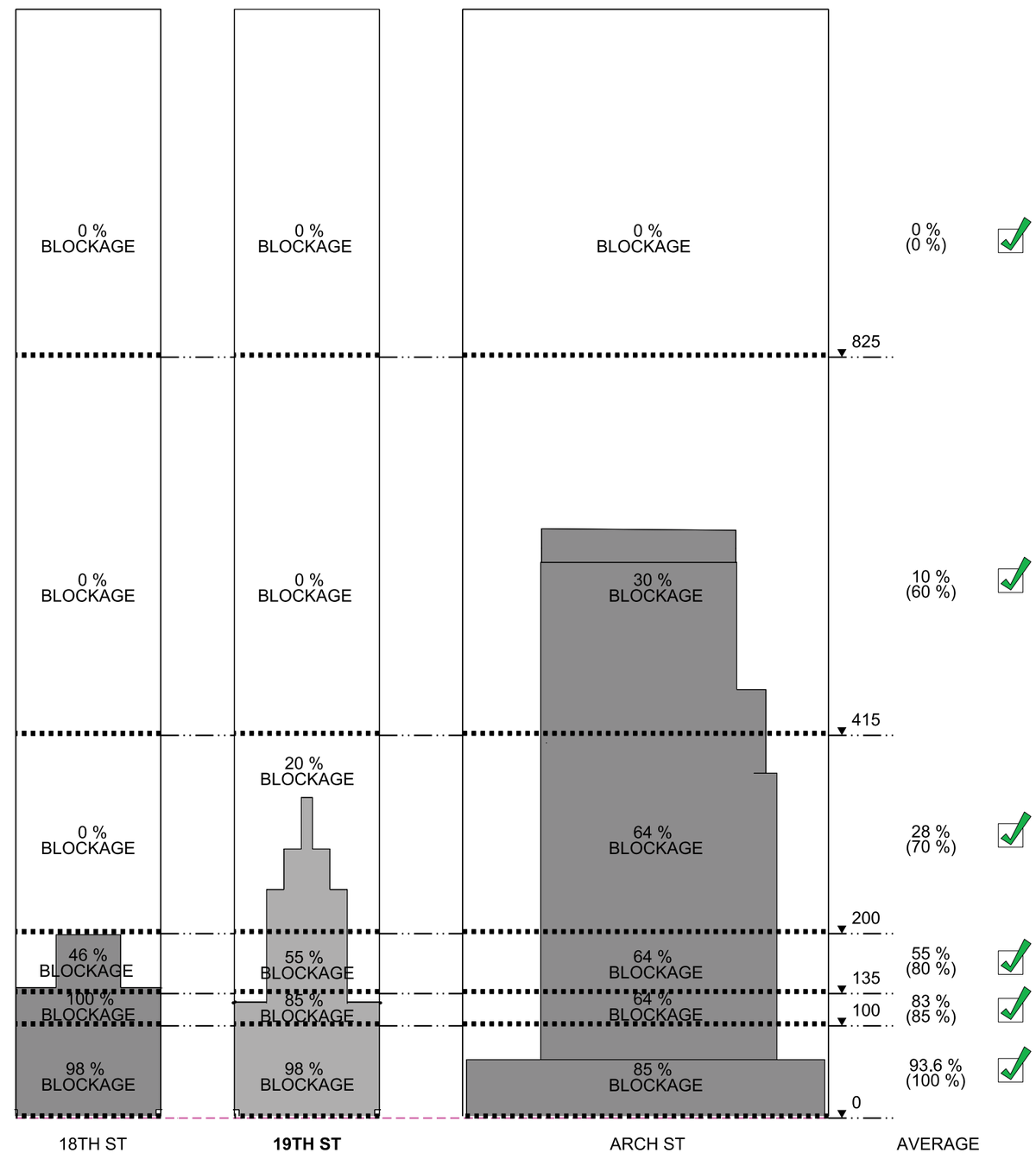

19TH STREET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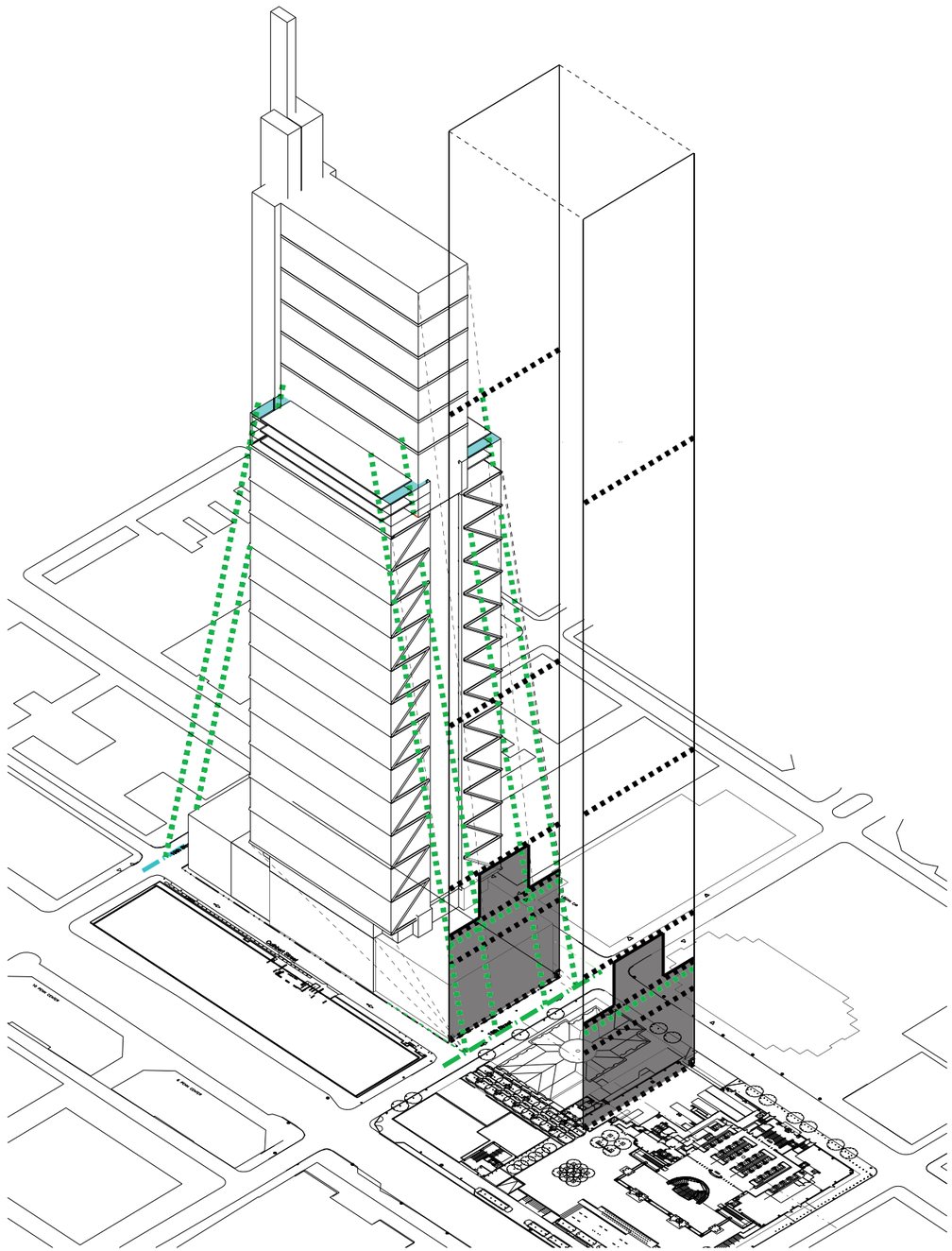
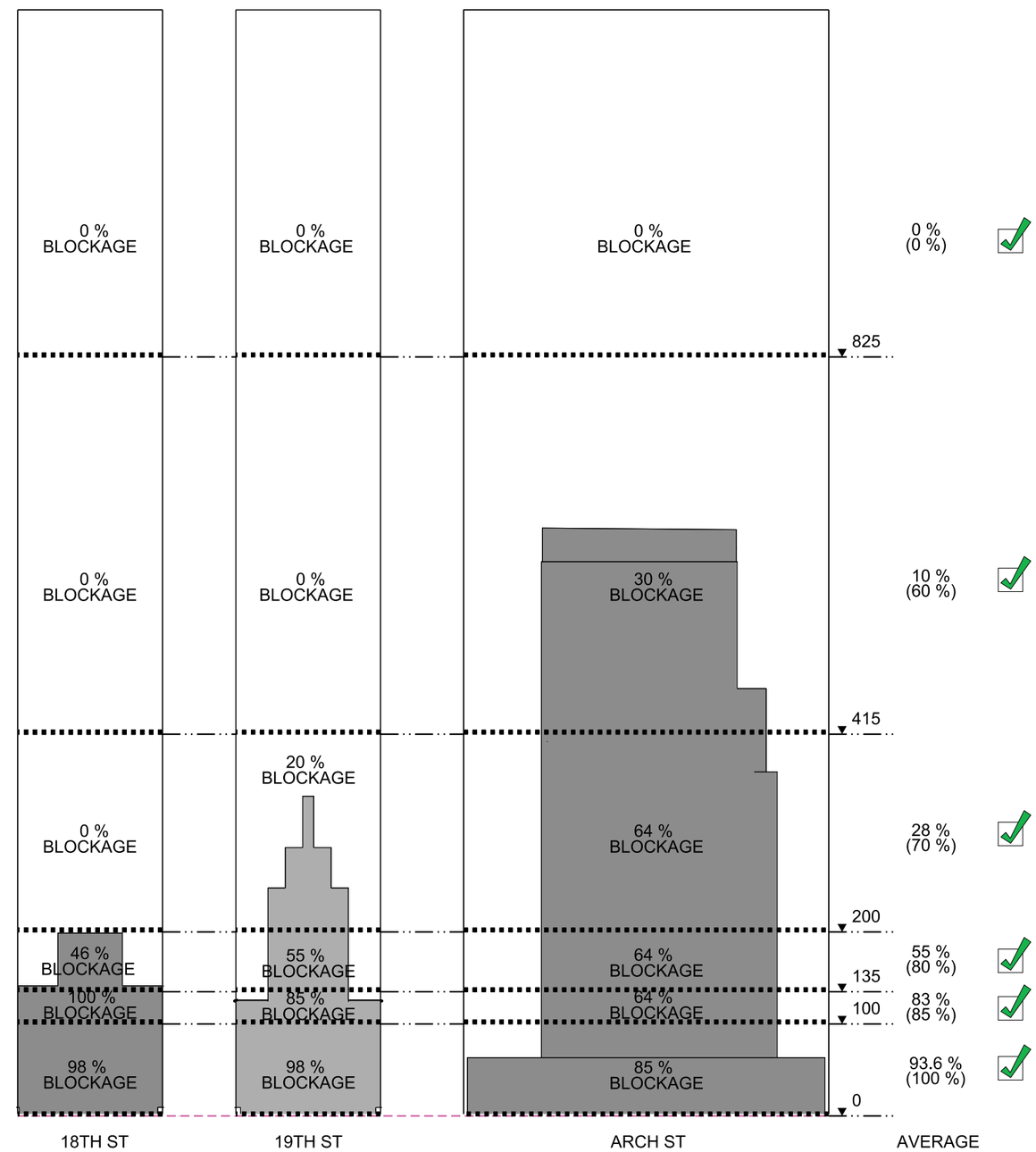

18TH STREET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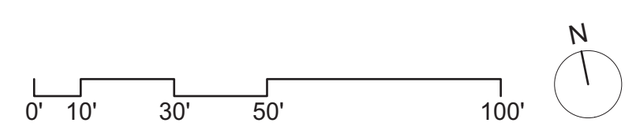
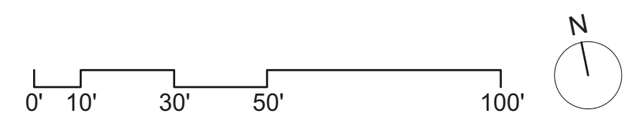
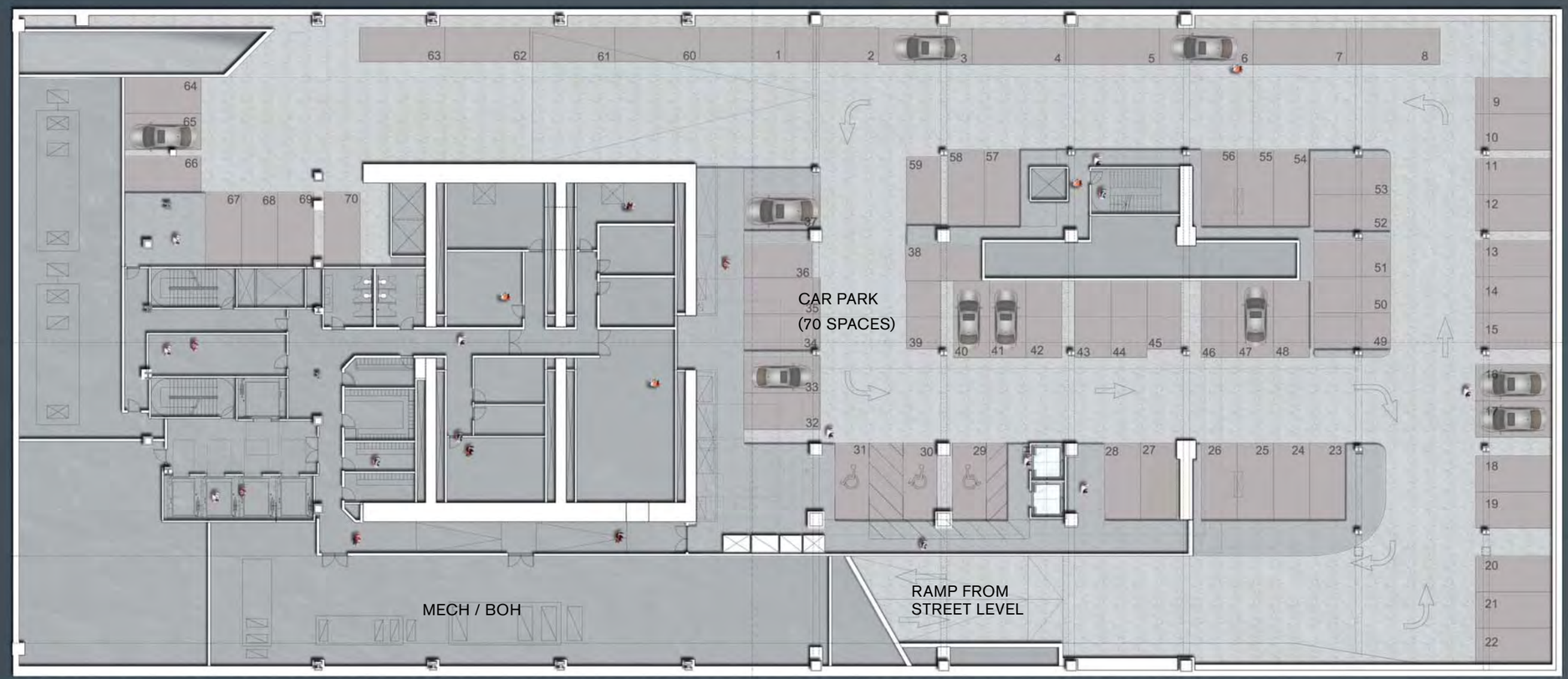
TYPICAL OFFICE LEVEL



TYPICAL HOTEL LEVEL





PARKING LEVEL - BASEMENT B02

0' 10' 30' 50' 100'

N

PUBLIC ART - 100% GFA Bonus

- ☑ Will meet the definition of "On-site Public Art"
- ☑ Will be located within public spaces
- ☑ Cost will equal at least 1% of hard construction cost
- ☑ Art Commission signed agreement to be obtained
- ☑ Art Commission or Art Selection Commitee approval to be obtained

UNDERGROUND ACCESSORY PARKING - 200% GFA Bonus

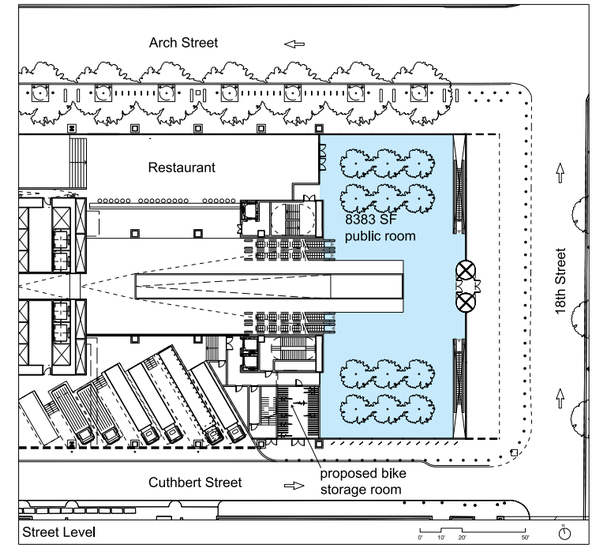
- ☑ All parking to be used by building occupants (min 75% req.)
- ☑ All accessory parking to be located below grade
- ☑ Underground parking GFA equals ground floor GFA (min 50% req.)

GREEN BUILDING/SITE - 200% or 400% GFA Bonus

- ☑ Will meet LEED Gold or Platinum Certification

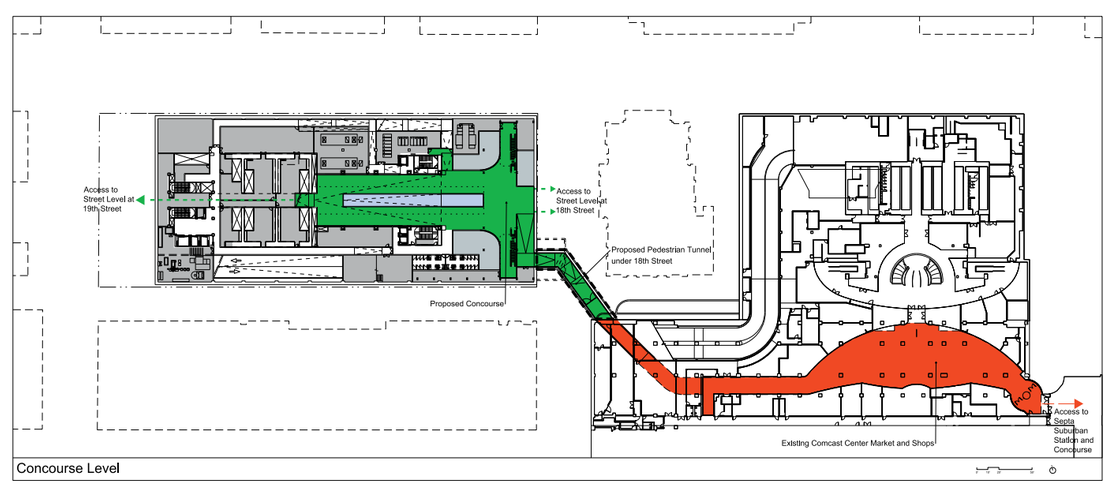
PUBLIC SPACE - 300% GFA Bonus

- ☑ Year round climate controlled use by public
- ☑ Access to public street, transit concourse or transit station
- ☑ Minimum 5000 SF of contiguous area
- ☑ Minimum obstructed height of 24 ft
- ☑ Access to a public amenity: Restaurant adjacent to Public Room
- ☑ 279 LF of seating (1 linear foot of seating per 30 SF of public space)
- ☑ Open to the public at least between 8AM to 9PM daily



TRANSIT IMPROVEMENT - 400% GFA Bonus

- ☑ Transit Authority approval
- ☑ New access easements to connecting passageways/concourse areas
- ☑ Extension of concourse of an existing rail station
- ☑ A Bond/letter of credit to be issued to the city
- ☑ Improvements to be completed upon issuance of Cert. of Occupancy



FAR BONUS CATEGORIES

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

INSTRUCTIONS

This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan or Manual on Uniform Traffic Control Devices (MUTCD).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-of-way. Departmental reviewers will use this checklist to confirm that submitted plans incorporate complete streets considerations (see **§**11-901 of The Philadelphia Code).

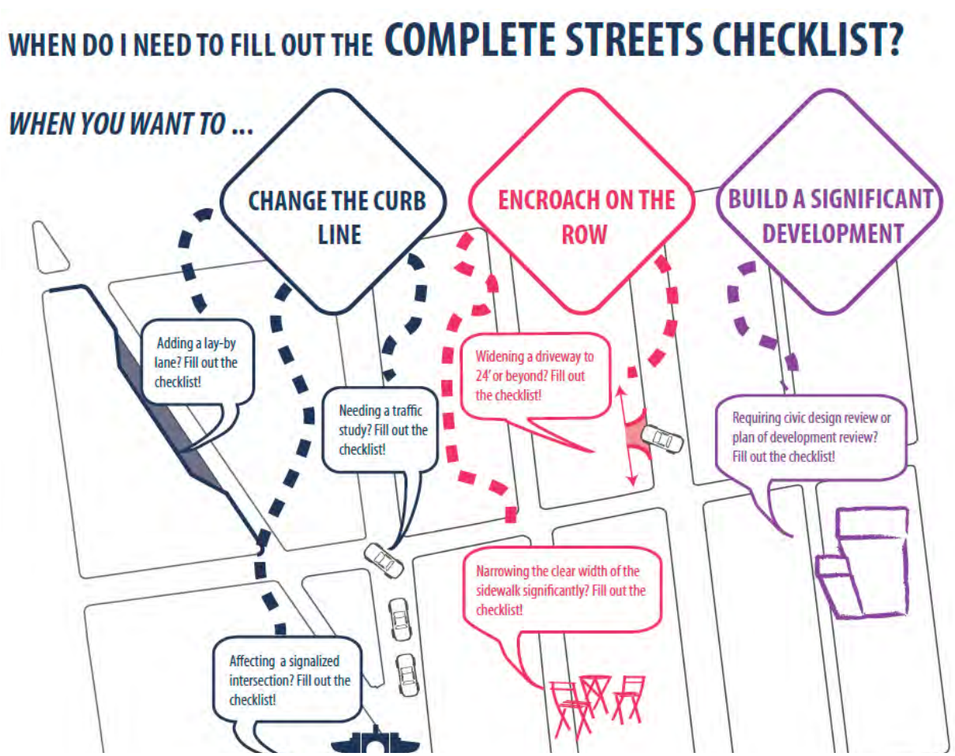
Applicants for projects shall complete this checklist and attach it to plans submitted to the Streets Department for review if the project:

1. Encroaches on the public right-of-way by widening a driveway to 24 feet or more in width;

   OR

2. Changes the curb line under the following conditions:
   - a lay-by lane is added,
   - a signalized intersection is affected,
   - a traffic study is needed.

The Handbook can be accessed at http://philadelphiastreets.com/complete-streets.aspx.



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- Answering "No" or "Not Applicable" (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to the City for review.
- The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreets.com/pds/City_Plan_Applicatio.pdf. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placing of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Placing or striking a city utility right-of-way.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   1800 Arch

2. DATE

   2/14/14

3. APPLICANT NAME

   Serge Nalbantian; Liberty Property Trust

4. APPLICANT CONTACT INFORMATION

   1628 John F. Kennedy Blvd., Philadelphia, PA 19103; 215-255-7631; snalbantian@libertyproperty.com

5. PROJECT AREA: list precise street limits and scope

   1800 Arch Street; The proposed development will occupy the entire lot area with a 59 - story mixed use (office, retail, & hotel) building, public room and concourse with sloped water feature. The proposed building will have a 70 space private accessory underground parking garage with its entrance and exit located on 19th Street. The loading dock is accessed from Cuthbert Street. The project includes the construction of a pedestrian tunnel under 18th Street from the new development to the existing Comcast Building concourse and SEPTA Suburban Station; Distrubance will include the entire block bound by 18th Street, 19th Street, Arch Street and Cuthbert Street. Project will also include revising the lines and grades of 18th Street between JFK and Arch Streets and a portion of Cuthbert Street adjacent to 18th Street; Total soil disturbance, 84,983 sf.

6. OWNER NAME

   LIberty Property 18th & Arch, LP

7. OWNER CONTACT INFORMATION

   1628 John F. Kennedy Blvd., Philadelphia, PA 19103

8. ENGINEER / ARCHITECT NAME

   Lawrence E. Leso, Jr., PE, PLS; Pennoni Associates Inc.

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   3001 Market Street, Suite 200, Philadelphia, PA 19104; 215-254-7785; lleso@pennoni.com

10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
18th Street	John F. Kennedy Blvd.	Arch Street	City Neighborhood
19th Street	Cuthbert Street	Arch Street	City Neighborhood
Arch Street	18th Street	19th Street	City Neighborhood
Cuthbert Street	18th Street	19th Street	Local (Catch All)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
18th Street	12' / 9' / 12'	12' / 12'
19th Street	12' / 12' / 12'	12' / 12'
Arch Street	12' / 16' / 18'	18' / 18'
Cuthbert Street	10' / 7' / Varies (3', 5' & 7')	7' / 7'

12. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
18th Street	6' / 6' / 8'
19th Street	6' / 6' / 6'
Arch Street	6' / 6' / 9'
Cuthbert Street	5' / 5' / 5' (4' at pinch points)

13. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway - On 18th Street	15.5'	67' North of the North house line of Cuthbert St.
Driveway - On 19th Street	20.1'	162' West of the West house line of 18th St.
Driveway - On Arch Street	26.1'	65' North of the North house line of Cuthbert St.

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway - Garage Entry/Exit on 19th Street	20.0'	12' North of the North house line of Cuthbert St.
Driveway - Hotel Dropoff Entry on 19th Street	16.0'	49' North of the North house line of Cuthbert St.
Driveway - Hotel Dropoff Exit on 19th Street	14.0'	129' North of the North house line of Cuthbert St.
Driveway - Loading Dock Entry/Exit on Cuthbert St	119.5'	102' West of the West house line of 18th Street

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

			DEPARTMENTAL APPROVAL
14. Does the design limit block lengths to 500 feet or less?	YES ☐ NO ☐	N/A ☒	YES ☐ NO ☐
15. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?	YES ☒ NO ☐		YES ☐ NO ☐

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined is as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
18th Street	**3' / 0' (Existing Fence encroached onto ROW)**
19th Street	**0' / 0'**
Arch Street	**2' / 0' (Existing Fence encroached onto ROW)**
Cuthbert Street	**0' / 0'**

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
18th Street	**4' / 3.3' / 4'**
19th Street	**4' / 3.5' / 6'**
Arch Street	**4' / 6' / 9'**
Cuthbert Street	**0' / 3.5' / 1.3'**

				DEPARTMENTAL APPROVAL
18. Identify proposed "High Priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). The following treatments shall be identified and dimensioned on the plan.				
▪ Bicycle Parking	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Lighting	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Benches	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Street Trees	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Street Furniture	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
19. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans.	YES ☐	NO ☒	N/A ☐	YES ☐ NO ☐
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
22. Does the design maintain adequate visibility for all roadway users	YES ☒	NO ☐		YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf

    Minimum sidewalk and furnishing zones are met, street trees, benches and bicycle racks are proposed in the furnishing zone. ADA curb ramps are proposed at each intersection. All driveways are kept on the same street and a minimum of 11 feet is provided between driveways for pedestrian refuge. Parking for 172 bicycles will be provided throughout the site. 18th and 19th Streets are listed to have proposed bicycle lanes in the recommended bicycle network. The cartway of these blocks will not be impacted by the design and the proposed bicycle lanes can be installed in the future. This project only impacts one block and as such bicycle lanes are not included in the project scope.

				DEPARTMENTAL APPROVAL
24. Identify proposed "High Priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "high priority" elements identified and dimensioned on the plan?				
▪ Conventional Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Bicycle-Friendly Street	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
25. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☐	NO ☒		YES ☐ NO ☐
26. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☒	NO ☐		YES ☐ NO ☐

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

				DEPARTMENTAL APPROVAL
27. Does the design limit conflict among transportation modes along the curb?	YES ☒	NO ☐		YES ☐ NO ☐
28. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
29. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?				YES ☐ NO ☐

The development proposes to directly connect the site with the SEPTA Suburban Station concourse though the use of an underground tunnel, which will be open to the public. The project will provided improved pedestrian lighting along 18th, Arch and 19th Street and additional street lighing on Cuthbert Streets

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
18th Street	John F. Kennedy Blvd.	Arch Street	9'-9'-8' / 9'-9'-8	25
19th Street	Arch Street	Cuthbert Street	9'-9'-8' / 9'-9'-8	25
Arch Street	18th Street	19th Street	8'-10'-10'-8' / 8'-10'-10'-8'	25
Cuthbert Street	18th Street	19th Street	16' / Varies (10'-10'), (10'-8'), (16')	25

				DEPARTMENTAL APPROVAL
32. What is the maximum AASHTO design vehicle being accommodated by the design?	WB-40			YES ☐ NO ☐
33. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☒		YES ☐ NO ☐
34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? **Any proposed median may require a maintenance agreement with the Streets Department.*	YES ☐	NO ☒	N/A ☐	YES ☐ NO ☐
35. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES ☒	NO ☐		YES ☐ NO ☐
36. Will the public right-of-way be used for loading and unloading activities?	YES ☒	NO ☐		YES ☐ NO ☐
37. Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐ NO ☐
38. Where new streets are being developed does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
39. Does the design support multiple alternative routes to and from destinations?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
40. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐ NO ☐

(1) http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf

URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	_____			
42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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Safe Grates				
43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A Signal work not included in Project Scope	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
45. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
46. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
47. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? ** If yes, City Plan Action may be required.*	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
48. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "high priority" design treatments identified and dimensioned on the plan.				YES ☐ NO ☐
▪ Marked Crosswalks	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
49. Does the design simplify complex intersections where possible?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
50. Does the design reduce vehicle speeds and increase visibility at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

11. The Cuthhbert Street cartway between 18th Street and 19th Street is proposed to be increased from 16' wide to 18' wide for the middle portion of the block and to 20' wide for the western portion of the site. It will remain at 16' wide at the eastern portion. Increasing the cartway width at the western portion will result in a 3' wide sidewalk. An easement will be provided by the owner to ensure that a minimum 5' in width is maintained for the 20' wide cartway.

12. The Walking Zone adjacent to the loading dock is reduced to 4' at pinch points between the garage door and the security bollards.

36. The owner intends to apply for a passanger loading zone on Arch Street adjacent to 18th Street and also for a taxi stand on Arch Street adjacent to 19th Street.

DEPARTMENTAL APPROVAL

Additional Reviewer Comments:

_____

STANDARD OPERATING PROCEDURES

FOR

LOADING DOCK

1800 ARCH STREET PROJECT

LOADING DOCK & DELIVERY PROCEDURES

The primary purpose of the Loading Dock is to facilitate safe, timely deliveries to and from the Loading Dock. Deliveries will be made via Cuthbert Street which runs eastbound between 19th and 18th. Liberty Property Trust Building Management will coordinate incoming and outgoing deliveries with building tenants, maintain cleanliness and appearance, and oversee the security and safety of all Loading Dock operations. The Loading Dock will be staffed by building management personnel 24 hours a day seven days a week, and a Dock office will be on site. Personnel will also assist with facilitating moving and entry of vehicles into and out of the Dock.

LOADING DOCK MANAGEMENT SERVICES

Liberty Property Trust Building Management will assign a Loading Dock Supervisor and requisite staff to the Dock operation. The Loading Dock Supervisor will be responsible to coordinate all material going in and out through the Dock area and checking delivery personnel IDs and delivery manifests. Records will be kept of all incoming deliveries and property being removed through the Loading Dock.

LOADING DOCK USE

The Loading Dock is available for authorized deliveries 24/7. The Liberty Property Trust Loading Dock Manager and staff retain completed control over all Loading Dock areas and make every effort to maintain safe and effective Loading Dock operations. Vehicles will be checked to prevent movement as required by OSHA Standards and relevant state and city codes. Flagman will be used to ensure safe entry for vehicles entering/exiting the street. To assist in the prevention of accidents, authorized users set safe work practices for employees involved in trailer-to-dock operations and enforces those rules consistently. Deliveries will be scheduled at least 48 hours in advance with the Dock Supervisor. Vehicles exceeding the authorized height and length will not be authorized to use the Dock for deliveries. CCTV and 24/7 coverage of the Dock by security personnel will assist Dock management and staff in ensuring a safe and secure environment for all Dock operations. Additionally, the Loading Dock doors will be closed when no deliveries are in progress and retractable bollards will be used to protect the Loading Dock area. The bollards will be controlled by the Loading Dock and security personnel on site.