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Timmons Garden and Parking

EASTERN RED CEDAR

PELLIE STEVENS HOLLY

ATLANTIC WHITE CEDAR

PITCH PINE

AUTUMN BRILLIANCE SERVICEBERRY

CHEROKEE PRINCESS DOGWOOD

SWEETBAY MAGNOLIA

EASTERN REDBUD
Timmons Garden and Parking

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Plant Palette

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SWAMP RED OAK

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BLACKHAW VIBURNUM

BOTTLEBRUSH BUCKEYE

OALEAF HYDRANGEAK

WITCH HAZEL

BLUE SHADOW FOTHERGILLA

CAROLINA ALLSPICE

HUMMINGBIRD SUMMERSWEET

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New Lower School

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4. Cistern with “River”
5. Library Terrace
6. Roof Garden
7. Outdoor Classroom
New Lower School

Amphitheater
New Lower School

Play Elements
New Lower School

Cistern w/ “River”
New Lower School

Library Terrace
New Lower School

- Synthetic Turf
- Engineered Wood Fiber
New Lower School

Roof Garden and Outdoor Classroom
New Lower School  
Roof Garden and Outdoor Classroom
PROPOSED NEW LOWER SCHOOL BUILDING
New Lower School

Massing Concept
New Lower School

Exterior Courtyard
New Lower School

Building Materials

1. Wissahickon Stonest
2. Roman Brick
3. Bluestone Cladding
4. Wood Siding
5. Cast Stone
6. Aluminum Curtainwall / Windows
New Lower School

Building Elevations

**NORTH ELEVATION**

1. Wissahikon Schist
2. Roman Brick
3. Bluestone cladding
4. Wood Siding
5. Cast Stone
6. Aluminum Curtainwall / Windows

**SOUTH ELEVATION**

SCALE AT FULL SIZE: 1" = 20'-0"
New Lower School

Building Elevations

1. Wissahickon Schist
2. Roman Brick
3. Bluestone cladding
4. Wood Siding
5. Cast Stone
6. Aluminum Curtainwall / Windows
## CDR Referral

### Examiner Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick Marshall</td>
<td>(215) 686-2634</td>
<td><a href="mailto:frederick.marshall@phila.gov">frederick.marshall@phila.gov</a></td>
</tr>
</tbody>
</table>

### Project/Property Information

<table>
<thead>
<tr>
<th>Date of CDR Determination: 04/07/2022</th>
<th>Site Address: 3000 W School House La</th>
</tr>
</thead>
<tbody>
<tr>
<td>Square Footage Being Added: 85,000 Sq. Ft.</td>
<td>Number of Dwelling Units Being Added: 0</td>
</tr>
</tbody>
</table>

Has the applicant requested an early refusal/referral before completing a civic design review? **Yes**

### Applicant Information

<table>
<thead>
<tr>
<th>Name: Civil &amp; Environmental Consultants, Inc.</th>
<th>Address: 370 East Maple Ave Suite 304, Long Island, PA 19057</th>
</tr>
</thead>
</table>

Community Group Notification (ECG@PHila.Gov)  
Civic Design Review (CDR@PHila.Gov)
CDR Application

CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: ZK-2022-002761

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

- Residential District – Public Residential and Institutional Use Category and allowed
- Development larger than 50,000 gsf and shared property link with adjacent to residential properties

PROJECT LOCATION

- Planning District: Lower Northwest
- Council District: 4
- Address: 3000 W School House Lane
- Philadelphia, PA 19144
- Is this parcel within an Opportunity Zone? Yes No Uncertain X
- If yes, is the project using Opportunity Zone Funding?

CONTACT INFORMATION

- Applicant Name: The Overseers of Penn Charter School aka William Penn Charter School
- Primary Contact: Hal Davidson
- Phone: 215-574-5800
- Email: hdavidson@penncharter.com
- Address: 3000 W School House Lane
- Philadelphia, PA 19144
- Property Owner: William Penn Charter School
- Architect: EwingCole
- Developer:

SITE CONDITIONS

- Site Area: 450,000 SF
- Existing Zoning: RSD-3
- Are Zoning Variances required? Yes X No
- Proposed Use: Educational Facility, New Lower School (PreK-5) on existing school campus, site improvements and parking
- Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
  - Timmons House Site Improvements (3650 The Oak Road): Expanded parking areas, landscaped garden and buffer zones approx. 79,000 SF
  - New Lower School Building and Site improvements: Single building: 47,000 GSF Footprint (77,000 GSF total on 2 floors); Admin: 5,000 NSF; Classrooms: 24,000 NSF; Co-Curricular spaces: 13,000 NSF; Multi-purpose space: 7,000 NSF; Student support: 5,000 NSF; Site improvements approx. 324,000 SF
  - Proposed # of Parking Units: 300 Permanent Campus 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: July 25, 2022
  - Time: 7:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

- ZBA hearing scheduled: Yes X No NA
- If yes, indicate the date hearing will be held:
  - Date: October 26, 2022
Sustainable Design Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 1/4 mile (400 meter) walking distance of existing or planned bus, streetcar, or ride share stops, bus rapid transit stops, light or heavy rail stations.</td>
<td>Yes, entry of campus within 1/4 mile from planned bus routes.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.</td>
<td>New parking areas are 40% or less of the site area.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 15% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles.</td>
<td>Infrastructure for EVs to be included. The project anticipates pursuing the Electric Vehicles credit in LEED BD+C v4.1.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (excluding frontages facing railroad/triway)</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 65dB(A). (If setback used, specify distance.)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
<td>Bicycle racks for personal bikes will be provided.</td>
</tr>
</tbody>
</table>

Water Efficiency

- Maintain on-site vegetation without irrigation. Or, reduce water requirements at least 50% from the calculated baseline for the site's peak watering month.

Sustainable Sites

- Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.

Rainwater Management

- Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and either: a) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR b) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of PWD Stormwater Management Regulations.

Heat Island Reduction (excluding roofs)

- Reduce the heat island effect through one of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI of 29; B) Shading by trees, structures, or solar panels.

50% threshold is a project target. Calculations to confirm compliance will be based on the LEED BD+C v4.1 Heat Island Reduction credit.

Energy and Atmosphere

- Energy Commissioning and Energy Performance - Adherence to the New Building Code:
  - PCPC notes that as of April 1, 2016 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1:2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.

- Energy Commissioning and Energy Performance - Going beyond the code:
  - Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? If yes:
    - Reduce energy consumption by achieving 10% energy savings or more from an established baseline using LEED BD+C v4.1.

The HVAC design will comply with and exceed ASHRAE 90.1:2016.

Energy modeling will be utilized to confirm performance based on LEED BD+C v4.1.

The project is pursuing the Optimized Energy Performance credit with LEED BD+C v4.1 and is targeting 20-30% reduction from the code baseline of that version (ASHRAE 90.1:2010).
# Sustainable Design Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

| ASHRAE standard 90.1-2016 (LEED v4.1 metric).  
| Achieve certification in Energy Star for MultiFamily New Construction (MFNC).  
| Achieve Passive House Certification. |

| (13) Indoor Air Quality and Transportation |
| Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. |
| Not applicable |

| (13) On-Site Renewable Energy |
| Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. |
| Renewable energy production is being explored as a lease arrangement |

| Innovation |
| Any other sustainable measures that could positively impact the public realm. |
| This project will likely include education signage sharing sustainable design strategies outdoors and indoors. (Innovation credit. LEED BD+C v4.1) |

---


2. Title 4 The Philadelphia Building Construction and Occupancy Code  
   See also, “The Commercial Energy Code Compliance” information sheet:  
   [https://www.phila.gov/1/Documents/Commercial%2Fenergy%2FCompliance%2FCommercial%2012%2017%204%2019%2017_Final.pdf](https://www.phila.gov/1/Documents/Commercial%2Fenergy%2FCompliance%2FCommercial%2012%2017%204%2019%2017_Final.pdf)  
   and the “What Code Do I Use” information sheet:  

3. LEED 4.1, Optimize Energy Performance in LEED v4.1  
   For Energy Star: [www.energystar.gov](http://www.energystar.gov)  
   For Passive House, see [www.passivhaus.org](http://www.passivhaus.org)  

Complete Streets Checklist

**COMPLETE STREETS HANDBOOK CHECKLIST**
Philadelphia City Planning Commission

**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).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Dependent on reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-903 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.


**WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?**

- When you need to...
  - Change the curb line
  - Enlarged or narrowed street
  - Created a sidewalk
  - Changed the street lighting

**PRELIMINARY PCPC REVIEW AND COMMENT:**

**DATE:**

**FINAL STREETS DEPT REVIEW AND COMMENT:**

**DATE:**

**COMPLETE STREETS HANDBOOK CHECKLIST**
Philadelphia City Planning Commission

**INSTRUCTIONS (continued)**

- Applicants should make sure to comply with the following requirements:
  - This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
  - All plans submitted for review must clearly dimension the widths of the Furniture, Walking, and Building Zones as defined in Section 1 of the Handbook. “High Priority” Complete Streets treatments identified in Table 2 and subsequent sections of the Handbook should be identified and dimensioned as plans.
  - All plans submitted for review must clearly identify and cite 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 Streets Department for review.
  - Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at [http://www.phila.gov/permit/apply_for/department/department.asp](http://www.phila.gov/permit/apply_for/department/department.asp). An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
    - Placement 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 Review Submission Requirements:

- **EXISTING CONDITIONS SITE PLAN**, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVES/WAY/LAYBY LANES
  - TREE PLITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STARWAYS

- **PROPOSED CONDITIONS SITE PLAN**, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DEMARKATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVES/WAY/LAYBY LANES
  - PROPOSED TREE PLITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STARWAYS

*Applicants please note: Only full size, readable site plans will be accepted. Additional plans may be required and will be requested if necessary.*
Complete Streets Checklist

COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION
1. PROJECT NAME:
   William Penn Charter School - New Lower School & Site Improvements
2. DATE:
   4/19/2013
3. APPLICANT NAME:
   The Owners of Penn Charter School via William Penn Charter School
4. APPLICANT CONTACT INFORMATION
   3000 West School House Lane
   Philadelphia, PA 19144
   215-576-4800
   info@penncharter.com
5. OWNER NAME:
   William Penn Charter School
6. OWNER CONTACT INFORMATION
   Hal Phillipson
   3000 West School House Lane
   Philadelphia, PA 19144
   215-576-4800
   info@penncharter.com
7. ENGINEER/ARCHITECT NAME
   Architect: EwingCole
   Engineering/CM & Environmental Consultants, Inc.
8. ENGINEER/ARCHITECT CONTACT INFORMATION
   Architect: Conrad Talley
   Federal Reserve Bank Building
   100 N. 5th Street
   Philadelphia, PA 19106-1590
   215-625-4173
   cdtalley@ewingcole.com
   Consultant:
   Brian Spaey
   370 East Maple Ave
   Suite 304
   Langhorne, PA 19047
   215-806-3703
   bspaey@ echang.com

10. STREETS:
   List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/maps under the "Complete Streets Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
   Also available at: http://maps.penncharter.com/StreetLayout/664168772959285176-01.png

   STREET      LOCATION      TYPE      NOTES
   West School House Lane
   Corner Street          NW of Park St
   Corner Street          NE of Fox St

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
   a. Parking and loading regulations in curb lanes adjacent to the site  YES  NO  N/A
   b. Street furniture such as bus shelters, honor boxes, etc.  YES  NO  N/A
   c. Street trees  YES  NO  N/A
   d. Curb cuts  YES  NO  N/A
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.  YES  NO  N/A
   f. Building Extensions into the sidewalk, such as stairs and stoops  YES  NO  N/A

APPLICANT: General Project Information
Additional Exploration / Comments: The Development program includes the construction of a new 35,000 SF Lower School, the demolition of the Daycare/Field House, Relocation of the entrance driveway off West School House Lane, and parking area improvements.

DEPARTMENTAL REVIEW: General Project Information

William Penn Charter Lower School | CDR Submission | EwingCole 52
# Complete Streets Checklist

## COMPLETE STREETS HANDBOOK CHECKLIST

### PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. **SIDESWALK:** Int sidewalk widths for each street frontage. Required sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>West School House Lane</td>
<td>10 / 12 / 14 in.</td>
<td>10 / 12 / 14 in.</td>
</tr>
<tr>
<td>Coultier St SW of Fare</td>
<td>12 / 13 / 14 in.</td>
<td>12 / 13 / 14 in.</td>
</tr>
<tr>
<td>Coultier St NE of Fare</td>
<td>10 / 12 / 14 in.</td>
<td>10 / 12 / 14 in.</td>
</tr>
</tbody>
</table>

13. **WALKING ZONE:** Int walking zone widths for each street frontage. The walking zone is defined in Section 4.3 of the Handbook. Int walking zone widths are as follows:

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>West School House Lane</td>
<td>6 / 8 / 10 in.</td>
</tr>
<tr>
<td>Coultier St SW of Fare</td>
<td>6 / 8 / 10 in.</td>
</tr>
<tr>
<td>Coultier St NE of Fare</td>
<td>5 / 6 / 8 in.</td>
</tr>
</tbody>
</table>

14. **VEHICULAR INTRUSIONS:** List vehicular intrusions into the sidewalk. Examples include but are not limited to: driveways, lay-by lanes, etc. Driveways and lay-by boxes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

### EXISTING VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### COMPLETE STREETS HANDBOOK CHECKLIST (continued)

15. **PEDESTRIAN COMPONENT (continued)**

- When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? **YES [ ] NO [ ]**

**APPLICANT:** Pedestrian Component

Additional Explanation / Comments: As part of this project, the School will work to provide (and expand upon existing) pedestrian corridors internal to the site. Only minimal interaction with pedestrian access is proposed along the public thoroughfare.

**DEPARTMENTAL REVIEW:** Pedestrian Component

Reviewer Comments:

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William Penn Charter Lower School | CDR Submission | EwingCole 53
### COMPLETE STREETS HANDBOOK CHECKLIST

**BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)**

14. **BUILDING ZONE**: The maximum, existing and proposed building zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lane in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the handbook.

<table>
<thead>
<tr>
<th>STREET/FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>West School House Lane</td>
<td>4.5 / 6.3</td>
</tr>
<tr>
<td>Guiter St S of Four</td>
<td>4.5 / 6.3</td>
</tr>
<tr>
<td>Guiter St N of Four</td>
<td>4.5 / 6.3</td>
</tr>
</tbody>
</table>

15. **FURNISHING ZONE**: For 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.

<table>
<thead>
<tr>
<th>STREET/FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>West School House Lane</td>
<td>4 / 6.3 / 8.3</td>
</tr>
<tr>
<td>Guiter St S of Four</td>
<td>4 / 6.3 / 8.3</td>
</tr>
<tr>
<td>Guiter St N of Four</td>
<td>5.5 / 6.3 / 8.3</td>
</tr>
</tbody>
</table>

16. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

17. **DEPARTMENTAL APPROVAL**: Yes or No.

18. Does the design avoid tripping hazards?

19. Does the design avoid pinch points? Pinch points are locations where the Working Zone width is less than the required width identified in item 13, or requires an exception.

### COMPLETE STREETS HANDBOOK CHECKLIST (continued)

21. Does the design maintain adequate visibility for all roadway users at intersections?

<table>
<thead>
<tr>
<th>BUILDING &amp; FURNISHING COMPONENT (continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>22. Yes</td>
</tr>
</tbody>
</table>

**APPLICANT**: Building & Furnishing Component

Additional Explanation / Comments: This project does not propose any building intrusions or furnishings along the public roadways. Bicycle parking, benches and other furnishings are proposed to be internal to the site.

**DEPARTMENTAL REVIEW**: Building & Furnishing Component

Reviewer Comments:
Complete Streets Checklist

**BICYCLE COMPONENT** (Handbook Section 4.5)


24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in the Philadelphia Code, Section 14-805.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED PARKING</th>
<th>ON-STREET PARKING</th>
<th>ON-SIDEWALK PARKING</th>
<th>OFF-STREET PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower School</td>
<td>8</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

25. 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 [ ]
- **Buffered Bike Lane**
  - Yes [ ] No [ ] N/A [ ]
- **Bicycle Friendly Street**
  - Yes [ ] No [ ] N/A [ ]
- **Integrate Bike Share Station**
  - Yes [ ] No [ ] N/A [ ]

DEPARTMENTAL APPROVAL

26. Does the design provide bicycle connections to local bicycle, bus, and transit networks?

- Yes [ ] No [ ] N/A [ ]

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

- Yes [ ] No [ ] N/A [ ]

**CURBSIDE MANAGEMENT COMPONENT** (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

- Yes [ ] No [ ] N/A [ ]

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

- Yes [ ] No [ ] N/A [ ]

30. Does the design provide a buffer between the roadway and pedestrian traffic?

- Yes [ ] No [ ] N/A [ ]

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

- Yes [ ] No [ ]

APPLICANT: Curbside Management Component

Additional Explanation / Comments: This project is mostly internal to the property and does not have much impact to the existing public road network.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:
### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

#### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
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<tr>
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32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage:

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<tr>
<th>DEPARTMENTAL APPROVAL</th>
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<th>NO</th>
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</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?

34. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission:

35. Will the public right-of-way be used for loading and unloading activities?

36. Does the design maintain emergency vehicle access?

37. Where new streets are being developed, does the design connect and extend the street grid?

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

| APPLICANT: Vehicle / Cartway Component
<table>
<thead>
<tr>
<th>Additional Information / Comments:</th>
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| DEPARTMENTAL REVIEW: Vehicle / Cartway Component
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<th>Reviewer Comments:</th>
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#### URBAN DESIGN COMPONENT (Handbook Section 4.8)

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<th>DEPARTMENTAL APPROVAL</th>
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<tr>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
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</table>

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

| APPLICANT: Urban Design Component |
| Additional Information / Comments: |

| DEPARTMENTAL REVIEW: Urban Design Component |
| Reviewer Comments: |

---

### COMPLETE STREETS HANDBOOK CHECKLIST

**Philadelphia City Planning Commission**

#### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 46.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
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44. Does the design minimize the signal cycle length to reduce pedestrian wait time?  
45. Does the design provide adequate clearance time for pedestrians to cross streets?  
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb cuts, or using medians or refuge islands to break up long crossings? If yes, City Plan Action may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where widths permit. Are the following "High Priority" design treatments identified and dimensioned on the plan?

- Marked Crosswalks
- Pedestrian Refuge Islands
- Ramps
- Signal Timing and Operation
- Bike Dots

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?  
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicyclist safety?

**APPLICANT:** Intersections & Crossings Component  
Additional Explanation / Comments: _______

**DEPARTMENTAL REVIEW:** Intersections & Crossings Component  
Reviewer Comments: _______

**COMMENTS:**

**APPLICANT:** Additional Explanation / Comments: _______

**DEPARTMENTAL REVIEW:** Additional Reviewer Comments: _______
June 13, 2022

Re: 3000 W. School House Lane, Philadelphia Pa. 19144 and 3850 The Oak Rd Philadelphia, Pa. 19129

Dear Registered Community Organization or Neighbor:

This is a notification of a PUBLIC MEETING to discuss the project described below. All Registered Community Organizations that have geographic boundaries containing the project property and all community members are welcome to attend.

Property Owner:
William Penn Charter School Inc.

Property Description:
The address of the School is 3000 W. School House Lane and is bounded by School House Lane, The Oak Road, residential properties on The Oak Road and Couter St. and Philadelphia University.

Project Description:
The main project is a new Lower School building (two stories and approximately 76,000 sq feet) in the location currently occupied by the Dooney Field House (adjacent to the Couter Street Entrance to the school). This project will require us to relocate some parking to a location adjacent to the Timmons House at 3850 The Oak Road and to expand parking on other locations on campus. There will also be some changes in traffic which are described in a Traffic Study that can be found at https://www.eastfallscommunity.org/currentzoning

Summary of Refusal:
See attached copy of the refusal.

Community engagement: The William Penn Charter School has previously made two informational presentations to the EFCO on November 17, 2021, and March 16, 2022, to receive feedback.

East Falls Community Council as Coordinating RCO has scheduled a PUBLIC MEETING in advance of a public hearing to discuss the project at the following date, time and location:

Public Meeting Date & Time: July 20, 2022 at 7 pm
Location: Virtual at https://us02web.zoom.us/j/87684543257?pwd=WVF6eWJ5X19THHJ3M3YxU19RS1MyZz09

Meeting ID: 876 8454 3257
Passcode: 074209

The PUBLIC HEARING on this issue is scheduled to be held on October 28, 2022 at 2pm at the City of Philadelphia Zoning Board of Adjustment located at 1515 Arch Street, 16th Floor, Philadelphia, PA 19102 or online, via Zoom. The ZBA hearing date, along with hearing access instructions, can also be found at the ZBA hearing calendar site, here: https://www.phila.gov/zba/asees/calendar

For reference, contact information for all affected Registered Community Organizations and the District Councilperson is provided as follows:

Councilman Curtis Jones (Joshua.Cohen@phila.gov)
East Fall Forward (timore.steve@gmail.com)
East Falls Community Council (paul.cia@cia-architecture.com)

If you have received this notice as the owner, managing agent, or other responsible person at a multi-unit building, you are requested to post this notice at a prominent place in a common area of your building.

If you have any questions, please contact:

Hal Davidow
Chief Financial Officer
3000 W. School House Lane
Philadelphia, Pa 19144
215-644-3480 ext. 116

Sincerely,

The William Penn Charter School

cc: District Council Office - Joshua.Cohen@phila.gov
Planning Commission - rco.notification@phila.gov
East Fall Forward (timore.steve@gmail.com)
East Falls Community Council (paul.cia@cia-architecture.com)
ZBA at rco.zba@phila.gov
**Notice of:**  
☐ Refusal  
☐ Referral

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<td>5/24/2022</td>
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<tr>
<td>Civil &amp; Environmental Consultants, Inc. DBA: Civil &amp; Environmental Consultants, Inc</td>
<td>370 East Maple Avenue Suite 304 Longhorne, PA 19047 USA</td>
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</table>

Application:

FOR THE PARTIAL DEMOLITION OF AN EXISTING STRUCTURE (LOWER SCHOOL); FOR THE COMPLETE DEMOLITION OF AN EXISTING STRUCTURE (FIELD HOUSE); FOR THE ERECTION OF A DETACH STRUCTURE. FOR THE REMOVAL OF SOME ACCESSORY PARKING SPACES AND THE CREATION OF NEW PARKING SPACES. FOR A TOTAL OF 318 ACCESSORY SURFACE PARKING SPACES. FOR NINE (9) BICYCLE PARKING SPACES. 992C AND LOCATION AS SHOWN ON PLANS. FOR USE AS AN EDUCATIONAL FACILITY ON THE SAME LOT AS OTHER EXISTING STRUCTURES.

The permit for the above location cannot be issued because the proposal does not comply with the following provisions of the Philadelphia Zoning Code. (Codes can be accessed at www.phila.gov)

<table>
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<th>Code Section(s)</th>
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<tbody>
<tr>
<td>Table 14-802-1</td>
<td>Uses Allowed in Residential Districts - Refusal</td>
<td>Whereas the proposed use, EDUCATIONAL FACILITY, is expressly prohibited in the R3D-3 residential zoning district.</td>
</tr>
<tr>
<td>Table 14-802-1</td>
<td>Required Parking in Residential Districts</td>
<td>Off-street parking spaces shall be provided in accordance with Table 14-802.1. Whereas the proposed parking does not comply as follows:</td>
</tr>
<tr>
<td></td>
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<td>REQUIRED/PROPOSED ALLOWED</td>
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<td>Minimum Required Parking Spaces</td>
<td>488</td>
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TWO (2) USE REFUSALS

Fee to File Appeal: $300

NOTES TO THE ZBA:

Enter notes here...

Permit Denier:

PENN CHARTER SCHOOL, THE OVERSEERS OF

---

Notice for Assistant: An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 15th Floor.
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