



**HEINRICH & KLEIN
ASSOCIATES, INC.**

TRAFFIC ENGINEERING & PLANNING
1134 Heinrich Lane • Ambler, Pennsylvania 19002
215-793-4177 • FAX 215-793-4179

MEMORANDUM

TO: Hal Davidow, Chief Financial Officer
William Penn Charter School

FROM: Andreas Heinrich, P.E., P.T.O.E.

DATE: October 14, 2022

RE: Parking Assessment
William Penn Charter School
City of Philadelphia, PA

As requested, I have completed a Parking Assessment of the Master Plan for William Penn Charter School. It is my understanding that the on-campus parking supply has been increased in recent years from 294 parking spaces to 325 parking spaces. With completion of the Master Plan for William Penn Charter School, it is proposed to increase the off-street parking supply to 351 parking spaces, including 32 leased parking spaces. There is, of course, a supply of on-street parking spaces along Schoolhouse Lane, Coulter Street, Fox Street, Stokley Street, etc., however, the on-street parking supply is shared with other uses in the surrounding neighborhood and available on a first come – first served basis.

According to the Zoning Code, the parking requirement is 1.0 parking space per 1,000 square feet of building gross floor area. With the completion of the Master Plan, the gross floor area will be 488,250 gross square feet (GSF). This results in a parking supply requirement of 489 parking spaces. The building floor area has increased significantly over the past several years from 359,750 GSF in 2016 to the 488,250 GSF now proposed as part of the Master Plan. According to the ordinance, the parking supply requirement has increased in these five years by 129 parking spaces due to the new construction.

Conversely, enrollment at William Penn Charter School has increased from 947 students in the 2017-18 school year to 970 students in the 2020-21 school year, with a projection to 1,001 students in the 2025-26 school year. This represents an increase in

enrollment of 5.7% or an annual increase in enrollment of about 0.71% per year over eight years. Total employment at William Penn Charter School has increased from 209 employees in the 2017-18 school year to 224 employees (including 20 part-time employees) in the current 2022-23 school year. This represents an increase in employment of 5.7% or an annual increase in employment of about 1.44% per year over five years. Based on enrollment and employment, the increase in parking is for, perhaps, 20 to 25 parking spaces (5 to 10 parking spaces for increased 11th and 12th grade students eligible to drive and 15 parking spaces for increased employment).

By contrast, with construction of the baseball field support and athletics building (92,500 GSF) and replacement of the lower school building (formerly 44,000 GSF) with a new facility (80,000 GSF), the gross building floor area has increased from 359,750 GSF to 488,250 GSF during the last five years, which represents an increase of 35.7% or an annual increase in gross floor area of about 7.14% over five years. When it is considered that the baseball field support and athletics building contributes little, if any, to peak daytime parking demand, it is obvious that that use of building floor area is not representative of an accurate way to measure parking supply requirements for a school in general, and William Penn Charter School in particular.

Based on employment, a minimum of 215 parking spaces is required to accommodate projected staffing levels (accounts for up to 5% absenteeism). Approximately 75 to 125 Upper School students drive to/from school, the number increasing throughout the school year as more students achieve driver eligibility then decreasing as seniors become involved in projects off-campus. On any given day, about 75 off-street parking spaces are available for student parking. The remainder must find on-street parking predominantly along Schoolhouse Lane but also along Coulter Street, Fox Street, Stokley Street, etc. Finally, 15 parking spaces are reserved for visitor/guest parking. This represents a need for about 305 parking spaces. Thus, provision of 319 parking spaces as proposed will represent an adequate parking supply at William Penn Charter School.

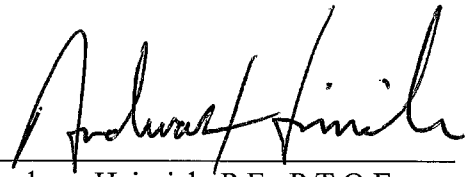
Based on observation of current parking demand and the results of the driveway traffic counts, a parking accumulation curve can be established for a typical day at William Penn Charter School. The results of these observations reveal that the maximum number of vehicles on-campus for a typical weekday is about 315 vehicles, which will occur at about 3:00 PM during the height of the afternoon dismissal time period when as many as 80 vehicles are on-campus “in the queue” waiting to pick-up students and not occupying parking spaces. Accordingly, only about 235 of the available 319 parking spaces will be physically occupied even during the period of maximum parking demand for the campus.

In conclusion, application of parking supply requirements based on floor area is not representative of an accurate way to measure parking supply requirements for a school in general, and William Penn Charter School in particular. Much of the floor area does not contribute to parking demand on a typical day. Parking demand at a school is dependent on

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the staff size/employment levels, and student enrollment. Accordingly, provision of 319 on-campus parking spaces, with the ability to use an additional 32 leased parking spaces, represents an adequate parking supply for William Penn Charter School.

If you should have any questions, or wish to discuss parking issues in greater detail, please call me at your convenience.

A handwritten signature in black ink, appearing to read "Andreas Heinrich", written over a horizontal line.

Andreas Heinrich, P.E., P.T.O.E.
Principal

AH:rh

cc: Peter F. Kelsen, Esq.
Conrad Talley, AIA
Brian D. Spray, P.E.