

Project Compatibility with Existing Conditions

1. Current Uses and Conditions Summarized

The casino parcel is surrounded by the Stadium District on two sides, the South Philadelphia Turf Club to the immediate east, and Interstate 76 and the Walt Whitman Bridge to the north. The Stadium District hosts three large professional sports franchise multi-purpose facilities and the XfinityLive! sports entertainment and dining facility. These facilities have been adapted to provide entertainment options other than professional sports.

There are in excess of 22,000 surface parking spaces in the Stadium District complex. The Turf Club is a state licensed facility for pari-mutuel betting. The current use on the casino parcel is a Holiday Inn hotel with a restaurant and bar that provides live music under a City issued entertainment license. The property is currently zoned as CMX-3, which permits uses such as retail sales, nightclubs, restaurants, and structured parking.

To summarize, the existing conditions include hotel, live entertainment, restaurant, bar, licensed gambling, and sports entertainment.

2. Proposed New Conditions

The new conditions will include a use approval for a different form of licensed gambling and add structured parking. The project will retain the other current conditions, although on a different scale than currently exists at the site.

a. Project Conformity to Comprehensive Lower South Plan

The impact of the Stadium Casino proposal aligns with the Planning Commission's core themes of "Thrive, Connect, and Renew" set forth in the City's Comprehensive Plan for the recently approved Lower South District Plan.

Under the theme of "Thrive", the Comprehensive Plan lauds the Lower South District as "a growing metropolitan subcenter providing unique housing, business, industrial, and entertainment opportunities." The Stadium Casino accentuates this theme by adding a new, unique dynamic to the area introducing not only a casino, but new restaurants, a new, improved hotel, and a variety of new entertainment options. The added attractions should make the area even more attractive to residents while leveraging the existing tourist attractions to entice newcomers to the area.

Stadium Casino will further "Connect" the district by way of its infrastructure improvements, consistent with the existing accessibility of the area. The casino provides

another stadium district venue that will leverage the pedestrian access to the surface parking lots and public transportation at the Broad Street Line's AT&T station.

Stadium Casino will "Renew" the area by revitalizing an underutilized parcel and promoting higher and better uses of nearby warehouse uses.

b. Significant Structured Parking and Traffic Management Plans will Mitigate Potential Adverse Impacts

The City's testimony before the Pennsylvania Gaming Control Board highlighted the site's access to significant highway networks and major arterial roads as a major project advantage¹. The one reservation cited focused on large stadium event peak traffic concerns. That concern was repeated by neighboring civic associations in public meetings about the project. Stadium Casino proposes to spend significant capital on a structured parking garage with a capacity of over 3,000 vehicles. That investment provides the following:

- Provides onsite free parking to employees and patrons to deter patrons from searching for on street parking in residential neighborhoods
- Enables the casino to handle peak volume flow during Friday and Saturday evenings
- Increases Stadium District parking capacity by 15%, which will alleviate some of the parking challenges presented by the limited number of Eagles games

The Traffic Management Plan enhances and builds on the large event plan enacted by the Philadelphia Police Department, Streets Department, PADOT, and DRPA. It serves as a dynamic document, which can be adapted as post opening conditions dictate.

¹ PADOT's traffic consultant retained for Gaming Board review projected that 90% of casino patrons would arrive via interstate highways, 7 % would take South Broad St, leaving only 3% for other access routes.