LOCAL IMPACT REPORT
for
PHILADELPHIA GAMING PROPOSAL

MARCH 2006

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March 7, 2006

VIA HAND DELIVERY

The Honorable Tad Decker
Pennsylvania Gaming Control Board
P.O. Box 69060
Harrisburg, PA 17106-9060

Re: *In re* PNK (PA), LLC
Docket No. 1751

Dear Chairman Decker:

On behalf of our client, PNK (PA), LLC ("Pinnacle"), we are pleased to present Pinnacle's local impact report for its Philadelphia Category 2 gaming proposal. By this report, Pinnacle has examined many issues that could be affected by its development and assessed both the positive and negative impacts such development would bring.

By way of background, located just off the Girard Street Exit on Interstate 95, Pinnacle's site boasts superior access and visibility. This access will be improved even further by the new exit ramp currently being designed by the Pennsylvania Department of Transportation. To help Pinnacle assess the impact of its project on local traffic and connection with the local transit system, it retained Pennoni Associates, Inc. to complete a full transportation impact study. Pennoni was also retained to assess the impact of the site on existing utilities and the viability of accessing the required utilities from its proposed development. Finally, to ensure that Pinnacle designs its project in a manner to cause as little disruption as possible on the surrounding communities, it also asked Pennoni to conduct a local environment study and include impacts from the noise, light, and air.

The project will bring a significant amount of economic development to the greater Philadelphia area. To best assess the economic and fiscal impacts the project will generate, Pinnacle retained Economics Research Associates to conduct an analysis of the economic output, projected tax revenues, and job and business creation.

Located in the heart of Philadelphia, the project will not require any designated housing to accommodate the projected 1,200 employees. Most of the employees will be local residents and will commute to the facility either via the accessible public transportation or by driving, which Pinnacle will accommodate with ample, on-site employee parking.

Like any large-scale development, the project will produce increased requirements for police and emergency services. Pinnacle is currently assessing the impact of its facility on such services and we will submit that to you upon completion.

Pinnacle is currently working with its architects on finalizing the design of its entertainment facility. In addition to a first-class casino, dining outlets, retail shops, and a multiplex movie theater, Pinnacle is planning to dedicate a portion of the facility to pay tribute to the rich history of Philadelphia. Pinnacle believes this tribute will draw visitors and tourists, even those not interested in gaming entertainment, who want to learn more about Philadelphia's history.

Finally, Pinnacle is very committed to minority involvement in the development and operation of all its facilities. Diversity opportunities are an issue Pinnacle takes very seriously and has worked with other host communities to create such opportunities. For instance, Pinnacle's downtown St. Louis project has a goal of 25% minority inclusion, a goal it is currently exceeding. Pinnacle is looking forward to working with the City of Philadelphia and the Commonwealth of Pennsylvania to make sure minorities and minority-owned businesses are adequately represented in its development.

Appended hereto are the reports and documents referenced above for your consideration.

Pinnacle is excited about the prospect of bringing a first-class facility to Pennsylvania. Please contact me if you need any additional information.

Very truly yours,

Andrew J. Giorgione
For KLETT ROONEY LIEBER & SCHORLING
A PROFESSIONAL CORPORATION

AJG/

PINNACLE ENTERTAINMENT

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Pinnacle Delaware Riverfront Site Transportation Impact Study

Phase I: Traffic and Transportation Local Impact Report

Prepared For:

PINNACLE ENTERTAINMENT, INC.

Prepared By:

PENNONI ASSOCIATES, INC.
Consulting Engineers

March 6, 2006

I. Introduction

The preliminary Traffic and Transportation Local Impact Report is intended to serve as an instrument to define issues and priorities for consideration in the study of the anticipated impacts to the surrounding transportation system associated with the proposed development. This report consists of an inventory of existing conditions, preliminary trip forecasting (i.e. traffic volumes and traffic distribution) and conclusions.

The proposed Pinnacle Casino Development will consist of a total of 5,000 gaming units at full build-out, a 12 to 14 multi-plex movie theater and associated auxiliary uses such as food and beverage areas, entertainment, amenity retail, employee facilities, public circulation and support space.

The Pinnacle Project Site is conveniently located immediately adjacent to Interstate 95 in an industrial area on the Delaware River waterfront. The nearest residential communities are the Fishtown and Northern Liberties neighborhood which are generally located to the West and South of the site respectively. In addition, the Kensington and Port Richmond neighborhoods are located just due north and northwest of the site respectively.

Due to the proximity and convenience of I-95, up to 80% of the site generated traffic is anticipated to utilize I-95 to access the site as outlined below. Since access to and from northbound I-95 is relatively direct via the Girard Avenue ramps, up to 40% of the site-generated traffic will not have to access the local residential roadway network at all. Existing access to and from southbound I-95 will require the site-generated traffic to use the local roadway network for relatively short distances within the study area.

However, as described below, once the I-95 Girard Avenue Interchange Project is completed, access to the Pinnacle Casino site from and to I-95 will be greatly facilitated since direct connections from and to both northbound and southbound I-95 will be available virtually at the front door of the site, thereby greatly reducing the traffic impacts to the local community since approximately 80% of the site-generated traffic is expected to utilize I-95 to access the site.

Another factor that makes this site strong for commercial development is its proximity to major public transit facilities. The Girard Avenue Station of SEPTA's Market–Frankford Line is located approximately ¾ mile from the site and SEPTA's newly renovated Route 15 Trolley Line, which runs along Girard Avenue and Richmond Street, provides transit access from the Girard Avenue Station to a point

within a block of the site. In addition, several bus routes (including Routes 25, 54 and 57) intersects with the Route 15 Trolley Line in close proximity to the site

II. Existing Conditions Inventory

1. Intersections

A field view of existing conditions at 12 intersections within the anticipated study area was conducted to obtain general data regarding intersection geometry, traffic signals, and signage located at each location. The locations of these intersections in relation to the project site is shown in Figure A. These intersections are described as follows:

a.) Delaware Avenue, Columbia Avenue, & Allen Street:

Columbia Ave. intersects Delaware Ave. perpendicularly while Allen St. intersects Delaware Ave. on an angle at the northwest corner of the intersection. North of the intersection, Columbia Ave allows for one-way traffic traveling south into the intersection. "Do Not Enter" signs are present at the intersection to prevent vehicles from entering Columbia Ave. Parking is permitted on both sides of Columbia Ave. with one restricted spot on each side at the intersection. At the south end of the intersection, Columbia Ave. has two-way traffic with no parking. There is a bus stop on Columbia at the southeast corner of the intersection. Allen St. allows for one-way traffic traveling northwest, out of the intersection. Parking (unmarked spots) is permitted on one side of the street with no noted restrictions. Westbound Delaware Ave. enters the intersection with 2 thru lanes and 1 dedicated left turn lane to Columbia Ave. (no protected signal). The right thru lane is permitted to bear right onto Allen St. Westbound Delaware Ave. exits the intersection with 3 thru-lanes. Eastbound Delaware Ave enters and exits the intersection with 2 thru-lanes separated by a concrete median. No left turns or turns on red are permitted at the intersection. The right thru lane is able to make a right turn onto Columbia Ave. Parking is permitted along the south curb with no restrictions. Bicycle lanes are present along Delaware Ave. in both directions. Pedestrian crosswalks are clearly marked around the entire perimeter of the intersection. These crosswalks also have pedestrian signals which use the man/hand symbols.

b.) Delaware Avenue - Aramingo Avenue, & Richmond Street

Richmond St. allows for one-way traffic traveling north to the intersection. Traffic is then able to proceed through a gap in the median and both lanes are

permitted to turn left onto Delaware Ave. westbound while the right lane is permitted to turn right also onto Aramingo Ave. Richmond St. also has a ramp for I-95N which is located approximately 75 yards before the intersection. Delaware Ave. has 2 thru-lanes in both the eastbound and westbound directions. No turns (in any direction) are permitted off of Delaware Ave. at the intersection. The westbound and eastbound traffic is separated by a concrete median. The right thru-lane for eastbound traffic on Delaware Ave. has the option of bearing right onto the ramp for I-95N, or continuing on Aramingo Ave. after going through the intersection. Eastbound traffic wishing to get on Richmond St. from Delaware Ave. can bear right onto Richmond St. approximately 150 yards before the intersection. There is no direct route to get from Aramingo Ave. onto Richmond St. One must proceed from Aramingo onto Delaware Ave. and then make a U-turn on Delaware Ave. to be able to get on Richmond St. from eastbound Delaware Ave. There are no bike lanes or pedestrian crossings located at the intersection. There are numerous signs which restrict pedestrian access to the intersection.

c.) Delaware Avenue & Shackamaxon Street

Shackamaxon St. is one-way on the north end of the intersection and two-way at the south end of the intersection. The north end permits one-way traffic to travel south into the intersection and proceed straight through the intersection, or make either a right or left turn. Traffic entering the intersection from the south end of Shackamaxon St. are permitted to turn either left, or right, but not permitted to go straight due to the one way portion of Shackamaxon. The south end of Shackamaxon St. serves as an entranceway to a business's parking lot. Parking is permitted on both sides of Shackamaxon St. on the north end of the intersection with 1 restricted spot on each side of the street. Delaware Ave. has 3 thru-lanes in both the eastbound and westbound directions which are separated by a concrete median. In the eastbound direction, the right lane turns into a right turn only lane for Beach St. approximately 200 yards after the intersection. There is a sign noting that the right lane is right turn only on the cantilever mast arm of the traffic signal. There are no left turns permitted for eastbound traffic off of Delaware Ave. Westbound traffic is provided with a left turning lane at the intersection (no protected signal). The only parking near the intersection on Delaware Ave. is at the southwest corner of the intersection. Bicycle lanes are present on the outside of both eastbound and westbound Delaware Ave. Pedestrian crosswalks are located across Shackamaxon St. on both the north and south sides of the intersection. A pedestrian crosswalk crosses Delaware Ave. on the west side of the intersection; however signs mark no

pedestrian crossing on the east side of the intersection. These crosswalks also have pedestrian signals which use the man/hand symbols.

d.) Delaware Avenue, Frankford Avenue & Laurel Street

Frankford Ave. is a two-way intersection which intersects Delaware Ave. on approximately a 45 degree angle. Vehicles traveling into the intersection from Frankford Ave. have no restricted turns. Laurel St. actually intersects Frankford Ave, and from there, intersects Delaware Ave. Laurel St. is a two-way street which intersects nearly perpendicular with Frankford. There is no traffic signal dedicated to Laurel St. There is a stop bar at the intersection, just before the crosswalk, however there is no stop sign. When traffic is waiting for the light on Frankford Ave. to enter Delaware Ave, this causes Laurel St. to wait for that line of traffic to proceed through the intersection before they are able to enter Delaware Ave, or execute a left turn onto Frankford. This also can occasionally cause problems for traffic turning left off of eastbound Delaware Ave. who try to turn left onto Laurel St. off of Frankford. Both eastbound and westbound Delaware Ave. have 3 thru-lanes which are separated by a concrete median. Both directions have a left turning lane however, only the eastbound left turning lane has a protected left turn arrow. No right turns are permitted at the intersection for vehicles traveling westbound on Delaware Ave. To turn right, there is a small street approximately 30 yards prior to the intersection where traffic can make a right hand turn to get onto Frankford Ave. This small street creates a triangular concrete island between Frankford, Delaware, and this street between Frankford and Delaware. Bicycle lanes are present on the outside of both the eastbound and westbound travel lanes of Delaware Ave. Parking is permitted near the intersection on the south side of eastbound Delaware Ave. The curb bulbs out at the intersection to prevent cars from parking in the intersection. In this bulb-out, there is a depression for a driveway to a vacant, fenced in, lot which sits on the south side of the intersection. Pedestrian crosswalks are clearly marked across Laurel St. and Frankford Ave. as well as the right turn street off of westbound Delaware Ave. A pedestrian crosswalk crosses Delaware Ave. on the west side of the intersection; however signs mark no pedestrian crossing on the east side of the intersection. These crosswalks also have pedestrian signals which use the man/hand symbols. There is a bus stop located on the concrete island mentioned earlier.

e.) Richmond Street & Dyott Street

Dyott St. has two-way traffic marked in fading paint on the pavement, however traffic rarely follows these markings. Dyott St. is situated in a very

wide intersection with Richmond St. which measures approximately 150 feet wide. Often, cars use this area to make a U-Turn to head back up the ramp towards Delaware Ave. This intersection occurs in the middle of a turn on Richmond St. which allows for Richmond to proceed into Intersection #2 (described above). Richmond St. permits two-way traffic in both directions and there is 1 lane per direction. When traveling west on Richmond St, there is a left turn lane in the painted median of the road. East of the intersection, Richmond permits parking on both sides of the street with no restrictions in areas east of the intersection. The eastbound lane has an extremely wide shoulder. Observations during peak travel times show that traffic markings along this shoulder are often disregarded and treated as if there are 2 lanes heading eastbound. Richmond St. enters the intersection from the east as a spur off of Delaware Ave. (discussed in intersection #2 description). This area permits Parking along the south shoulder and also includes a bicycle lane. There is one restricted parking spot at the intersection. Bicycle lanes are present on both the eastbound and westbound shoulders of Richmond St, east of the intersection. When traveling westbound on Richmond, the bicycle lane ends at the intersection with no visible area where it begins again. Westbound traffic on Richmond has the option of going north on I-95, west on Delaware Ave, or east on Aramingo after proceeding through the intersection and into intersection #2.

f.) Richmond Street & Schirra Drive

This intersection has no traffic signals. Schirra Dr. is easily wide enough for two-way travel however there are no lane markings to show any configuration of lanes. Traffic entering the intersection from Schirra Dr. has a stop sign with a stop bar before proceeding onto Richmond. Traffic can turn either right or left from this point. Richmond St. has 1 thru-lane in each direction, both before and after the intersection. Eastbound Richmond has an extremely wide shoulder with pavement markings before and after the intersection and trucks are parked along the curb after proceeding through the intersection. The only parking restriction is a sign which prohibits “angle parking.” Observations during peak travel times show that traffic markings along this shoulder are often disregarded and treated as if there are 2 lanes heading eastbound. When traveling west on Richmond St, there is a left turn lane in the painted median of the road. Eastbound Richmond permits parking along the curb with no restrictions. Bicycle lanes are present on both shoulders of Richmond St. Traffic signs which are along the north curb of Richmond St. are often obscured by overgrowth of weeds and small trees. There is one marked pedestrian crosswalk which crosses over Schirra Dr, however, this crosswalk dead-ends into a temporary jersey barrier on the southwest corner

of the intersection. This jersey barrier forms the curb line around the southwest corner of the intersection.

g.) Richmond Street & Girard Avenue

This intersection has no traffic signals. Girard Ave. is a two-way road with 1 travel lane in each direction. There is a small shoulder on both sides of the road. Traffic is able to turn either left or right onto Richmond St. There is no parking present on Girard Ave. in the area of the intersection. Richmond St. is a two-way intersection with 1 thru-lane in each direction. For vehicles traveling eastbound, there is a left turn lane within the painted median. Eastbound Richmond has an extremely wide shoulder with pavement markings before and after the intersection with trucks parked along the curb. Westbound lanes on Richmond St. have a shoulder/parking along the curb with restrictions only at fire hydrants and driveways. In general, pavement markings east of the intersection are very faded/worn and barely visible. This may be in part to the change in traffic patterns due to the trolley tracks. Two sets of trolley tracks come down Girard Ave. and turn east onto Richmond St. The 2 individual sets allow for trolleys to travel in opposite directions. The centerline of the roadway for both Girard and Richmond is positioned such that it is between the sets of trolley tracks. This means that the individual trolleys are traveling in the same direction as the vehicles. Vehicles were frequently observed ignoring pavement markings (those that are still visible) to pass trolleys which are moving slowly. There is at least one trolley stop right at the intersection on Girard Ave. Bicycle lanes are present along the shoulders of both sides of Richmond St. There were no marked pedestrian crosswalks located at this intersection. There is one overhead sign structure support on the northeast corner of the intersection, however the sign is no longer attached to this structure.

h.) Richmond Street & Cumberland Street

This intersection has no traffic signals. Cumberland St. intersects Richmond St. directly adjacent to the elevated sections of Interstate 95. Because of this, Cumberland St. is divided by a pier bent of I-95. The pier bent columns are surrounded by a concrete median and curb, however there are no traffic safety features in this area (i.e. guiderail). Cumberland St. supports two-way traffic before being split into brief one way segments approximately 100 yards north of the intersection. The one-way sections under I-95 are properly signed with “do not enter” and “one way” sings. These two, one-way sections form the intersection with Richmond St. When traveling north from the intersection on the one-way portion of Cumberland St., there is an entrance

directly under I-95 which is for a municipal parking lot. A bus stop is present along the west shoulder of the one-way section for vehicles traveling south. 1 to 2 buses were observed to be stopped at this bus stop nearly all the time. A single set of trolley tracks runs through the southbound one-way section of Cumberland St.. No trolleys were observed using this section of track during the field reconnaissance.

Richmond St. is a two-way street with 1 thru-lane in each direction on both sides of the intersection. Eastbound vehicles have a left turning lane to turn onto Cumberland St. This left turn lane however is directly overtop of the set of trolley tracks which travel eastbound. Numerous vehicles do not use the left turning lane to make left turns, but rather use the thru-lane which sits outside of the trolley tracks in that area. There is also a concrete island which separates the left turn lane from the thru lane. This island appears to be a trolley stop for the eastbound trolley. West of the intersection, the eastbound lanes have a wide shoulder with pavement markings and some parking. Observations during peak travel times show that traffic markings along this shoulder are often disregarded and drivers treat the shoulder and normal lane as if there are 2 lanes heading eastbound. Immediately after the intersection, the eastbound shoulder ends leaving 1 thru-lane. Westbound Richmond St. is comprised of a single thru-lane on both the east and west sides of the intersection. Both directions of Richmond St. have a bicycle lane adjacent to the travel lane. There appears to be a marked cross walk that crosses in front of Cumberland St. to the north of the intersection. This current configuration however requires people to walk over the concrete median which has an 8 inch curb. There are no depressions in the median curb to allow for disabled individuals to remain inside of the crosswalk. No crosswalks were evident across Richmond St. Parking is permitted along the north curb of Richmond St. both before and after the intersection.
On the south end of the intersection, there is a gated entrance to some kind of industrial area. There is a concrete island in the middle of the turning area into this gate. A few temporary jersey barriers are in place in front of the chain link fence that forms the opening. No vehicles were observed using this entrance during the field reconnaissance.

i.) Aramingo Avenue, Cumberland Street & Thompson Street

Cumberland St. is a one-way street, with traffic traveling south, to the north of the intersection and a two-way street to the south of the intersection. There are no lane markings at the stop bar located north of the intersection on Cumberland St. however, cars routinely form 2 lanes. One lane turns left onto eastbound Aramingo and the other lane goes both right on westbound

Aramingo and straight, continuing on Cumberland St.. There is an entrance on Cumberland St. to the CVS Pharmacy approximately 20 feet from the intersection at the northwest corner. Traffic entering the intersection off of Cumberland St .from the south is forced to turn either right or left out of a single lane due to the one way portion of Cumberland at the north end of the intersection. No parking is present in the immediate area of the intersection on Cumberland St.; Thompson St. spurs off of eastbound Aramingo approximately 40 yards before the intersection and then intersects Cumberland St. shortly thereafter. Vehicles are able to turn either left or right on Cumberland St., or remain going straight on Thompson St. Thompson St. serves as a means for vehicles traveling east on Aramingo to make a right onto Cumberland St. since no turns are allowed for eastbound vehicles on Aramingo Ave. at the intersection.

Aramingo Ave. has 2 thru-lanes in each direction at this intersection. Westbound Aramingo has a left turning lane with no protected green arrow. There is a painted median on Aramingo on the western side of the intersection. Bicycle lanes are present along both sides of Aramingo Ave. No parking is permitted along Aramingo in either direction. Pedestrian crosswalks are present along all 4 sides of the intersection. There are no pedestrian signals for these crosswalks.

j.) Aramingo Avenue, York Street & Moyer Street

Moyer St. has a single trolley track running through it which has been abandoned. It does not appear that this road is used on a daily basis and is in general disrepair. Moyer St. intersects with Aramingo on a slight angle at the intersection. The trolley tracks that continue up Moyer Street become covered in asphalt once they get to Aramingo. York St. intersects Aramingo at a 90 degree angle. The south end of the intersection will be considered York St. however it is the entrance to a shopping center. The north end of York St. carries two-way traffic. One lane goes north from the intersection while the single south lane turns into 3 individual turning lanes coming into the intersection. The right lane allows for right turns, the center lane is to continue straight into the shopping center, and the left lane is for left turns. There are signs which show this lane configuration, however the paint striping has deteriorated significantly and is difficult to see. The south end of York road exhibits one lane into the shopping center and 2 lanes out of the shopping center. There are no lane configurations marked on the ground for the lane going out of the shopping center however there are signs which say that the “left lane must turn left”. The left turn has a protected green arrow. The right lane is able to either proceed straight or turn right onto Aramingo.

There is a concrete median between the entrance and exit to the shopping center.

Aramingo Ave. has 2 thru-lanes in each direction. Both directions have an unprotected left turn lane. There is a concrete median on the west side of the intersection. A bicycle lane is present on both sides of Aramingo. At the northeast corner of the intersection, the bicycle lane widens enough that it can actually be used like a shoulder. Several cars were seen using the bicycle lane as a right turn lane to turn onto northbound York St. This is also the area where the trolley tracks are covered with asphalt. There is an entrance a gas station in the immediate vicinity of the intersection at the northwest corner on both Aramingo Ave. and York St. Immediately to the west of the intersection on Aramingo Ave, a 3rd lane begins to form for the ramp to Girard Ave. No parking is permitted on Aramingo in the immediate vicinity of the intersection. Pedestrian crosswalks are located at the north, east, and west sides of the intersection. These crosswalks have pedestrian signals which use the man/hand symbols; when pedestrians activate the button; all signals turn to red for a predetermined length of time.

k.) Girard Avenue & Berks Street

The intersection of Girard Avenue and Berks Street is currently signalized. Girard Avenue consists of two (2) lanes in each direction with auxiliary left turn lanes where necessary. In addition, trolley stop islands for the Route 15 SEPTA trolley are located at the intersection. Berks Street is one-way southbound at the intersection and a left turn lane with a protected green arrow phase is provided at the intersection to allow westbound Girard Avenue traffic to turn onto Berks Street. Currently, bus and truck traffic is prohibited from Berks Street south of Girard Avenue.

l.) Berks Street & Delaware Avenue

Berks Street is one-way southbound at its intersection with Delaware Avenue and Berks Street is stop-sign controlled at the intersection. Delaware Avenue is divided at this location by a median which currently prevents cross traffic at Berks Street, so the Berks Street traffic must currently turn right onto southbound Delaware Avenue at the intersection. The posted speed limit on Delaware Avenue at this location is 25 MPH.

2. Transit Services

One of this site's strongest attributes is its proximity to major public transit facilities. The Girard Avenue Station of SEPTA's Market–Frankford Line is located approximately ¾ mile from the site and SEPTA's newly renovated Route 15 Trolley Line, which runs along Girard Avenue and Richmond Street, provides transit access from the Girard Avenue Station to a point within a block of the site. In addition, several bus routes (including Routes 25, 54 and 57) intersects with the Route 15 Trolley Line in close proximity to the site.

The public transit system, including SEPTA's Market–Frankford Line and the Route 15 Trolley Line would probably be utilized mostly by employees of the casino. To further enhance the convenience of the public transit system, a shuttle bus service could be implemented between the casino and either the nearest Route 15 trolley stop at Richmond Street and Girard Avenue or the Girard Avenue Station of the Market-Frankford Line.

Please refer to FIGURE B for an illustration of the Public Transit facilities within the project area.

III. Planned Development Project(s)

As the project is developed other major development projects within the study area will need to be identified in order to assess the overall traffic and transportation impacts.

IV. Planned Transportation Project(s)

As previously discussed, the Pennsylvania Department of Transportation is planning and designing a major reconstruction project at the Girard Avenue interchange along Interstate 95. This project is about to enter the Final Design stage and is anticipated to enter construction shortly.

At this time we expect that access to and from the proposed site will be further facilitated once the Girard Avenue Interchange is completed.

V. Preliminary Project Trip Forecasting

1. Project Trip Generation

In its full build-out phase, the proposed Pinnacle Casino development will consist of a total of 5,000 gaming units and a 12 to 14 multi-plex movie theater. Typically

such development may also include other auxiliary uses such as food and beverage areas, entertainment, amenity retail, employee facilities, public circulation and support space. Since these auxiliary uses do not generally function on their own, they will not be considered as traffic generators.

The standard reference generally utilized to estimate traffic generated by new developments is a publication entitled Trip Generation by the Institute of Transportation Engineers. However, Trip Generation does not include a significant amount of data for gaming uses.

It was determined that the rates in the Trip Generation for Gaming uses are not applicable to the Pinnacle Casino site because they were based on data collected on several gaming sites which do not have the same characteristics as the proposed Pinnacle Casino site. For example, a well-established casino will not have the same traffic and trip generation characteristics as a recently build one; or a casino located in Las Vegas – an area where the economic primary motivator is recreational uses – will not have the same traffic and trip generation characteristics as our proposed casino. Other aspects such as demographics, site access and visibility as well as parking facilities differ from that of the proposed Pinnacle Casino.

Based on the above, additional research was conducted to identify other sources of trip data. As such, driveway volume data from similar facilities were collected by Pennoni Associates in 2004. Traffic counts from the following facilities were analyzed:

- Freehold National, New Jersey
- Delaware Park, Delaware
- Dover Downs, Delaware

Out of this data, the trip generation rates from the Delaware Park Saturday evening driveway vehicle counts appear to be most suitable to be applied to the proposed site. While The Delaware Park site does have a live horse racing, the driveway count was conducted when the live horse racing facility was closed and therefore the trips attracted by the gaming facility were isolated. Additionally, the Delaware Park site is compatible with the proposed development, in that it includes a similar number and type of supporting patron services within the gaming device facility.

An article titled “Gaming Casino Traffic”, published in the ITE Journal, March 1998, by Paul C. Box and William Bunte, provides trip generation rates and an analysis of the daily fluctuation in generated traffic for two gaming casino

facilities. The article establishes trip generation rates per gaming position for the study sites, which could not be directly applied to this site, because the sites included in the article contain table type gaming positions (blackjack, poker, Keno). However, it does provide an hourly breakdown of the daily traffic percentages which is applicable.

In order to develop trip generation rates for the weekday evening peak hour, the Saturday evening rate was adjusted based on ratios provided in the Box and Bunte ITE article mentioned previously.

The Saturday midday peak hour rate was obtained using Table 2 from the Box and Bunte article which provides an hourly breakdown of the daily traffic percentages. The resultant peak hour trip rates per gaming unit were 0.358 for the weekday evening; 0.477 for the Saturday evening peak hour and 0.252 for the Saturday midday peak hour.

Based on the above, Pinnacle Casino will generate a total of 1,790 trips during the weekday evening peak hour (Entering = 931; Exiting = 859); 2,385 trips during the Saturday evening peak hour (Entering = 1264; Exiting = 1121) and 1260 trips during the Saturday midday peak hour (Entering = 655; Exiting = 605).

It is noted that the proposed Pinnacle Casino site is located near a public transit services and based on traffic studies which were conducted at other comparable casino sites, the utilization of public transit is estimated to reduce the trip generation rate approximately 20%, however for the purpose of this preliminary study, we will not include this reduction.

The daily site-generated traffic rates are summarized in TABLE 1 below.

TABLE 1
Preliminary Project Trip Generation

Peak Hour	TOTAL	ENTER		EXIT	
		%	VALUE	%	VALUE
Weekday Evening	1790	52%	931	48%	859
Saturday Evening	2385	53%	1264	47%	1121
Saturday Midday	1260	52%	665	48%	605

2. Project Trip Distribution and Assignment

The new vehicle trips generated by the proposed gaming facility development will be distributed and assigned to the roadway network based on a combined evaluation of existing traffic patterns, the anticipated characteristics and behavior

of the development-generated traffic, the location of regional transportation facilities, public transportation facilities (SEPTA buses and trains) and the assumed access scenarios.

It is expected that the majority of site traffic generated during the peak periods will use I-95. In addition, the trips generated by the proposed Pinnacle Casino will also use local roadways such as Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The percentages of site traffic assigned to these roadways are summarized in TABLE 2.

TABLE 2
Preliminary Project Trip Assignment

		ENTER		EXIT	
	TOTAL	**%**	**Trips**	**%**	**Trips**
Weekday Evening	1790	52%	931	48%	859
I-95 From NorthEast	716		372		344
I-95 From SorthWest	716		372		344
Aramingo	125		65		60
Richmond	72		37		34
Girard	36		19		17
Delaware	125		65		60
Saturday Evening	2385	53%	1264	47%	1121
I-95 From NorthEast	954		506		448
I-95 From SorthWest	954		506		448
Aramingo	167		88		78
Richmond	95		51		45
Girard	48		25		22
Delaware	167		88		78
Saturday Midday	1260	52%	655	48%	605
I-95 From NorthEast	504		262		242
I-95 From SorthWest	504		262		242
Aramingo	88		46		42
Richmond	50		26		24
Girard	25		13		12
Delaware	88		46		42

FIGURES C, D and E illustrate the anticipated distribution of project traffic and the assignment of the new trips to the roadway network in the vicinity of the project.

VI. Girard Avenue Interchange Project

PENNDOT's proposed improvements to the I-95 Girard Avenue Interchange are an integral part of the overall upgrades to the I-95 corridor north of Center City Philadelphia. The estimated $350 million Girard Avenue Interchange project is currently about to enter the Final Design phase of development.

However, once this project is completed, access to the Pinnacle Casino site from and to I-95 will be greatly facilitated since direct connections from and to both northbound and southbound I-95 will be available virtually at the front door of the site as indicated in FIGURES F, G and H.

FIGURES F, G and H also illustrate the anticipated distribution of project traffic and the assignment of the new trips to the roadway network in the vicinity of the project based on the new interchange configuration.

VII. Conclusions

As requested by the Pinnacle Entertainment Inc. we have conducted a preliminary study of the transportation and traffic-related impacts associated with the Pinnacle Delaware Riverfront Site development project.

Based on the information provided to us by the client, the Pinnacle Casino is a gaming facility which will be located on the Delaware waterfront in the City Philadelphia. In specific, it will occupy several parcels of land fronting Dyott Street and Beach Street.

One of the things that make this site unique is its proximity to major public transit facilities. The Girard Avenue Station of SEPTA's Market–Frankford Line is located approximately ¾ mile from the site and SEPTA's newly renovated Route 15 Trolley Line, which runs along Girard Avenue and Richmond Street, provides transit access from the Girard Avenue Station to a point within a block of the site. In addition, several bus routes (including Routes 25, 54 and 57) intersects with the Route 15 Trolley Line in close proximity to the site.

The public transit system, including SEPTA's Market–Frankford Line and the Route 15 Trolley Line would probably be utilized mostly by employees of the casino. To further enhance the convenience of the public transit system, a shuttle bus service could be implemented between the casino and either the nearest Route 15 trolley stop at Richmond Street and Girard Avenue or the Girard Avenue Station of the Market-Frankford Line.

In its full build-out phase, the proposed development will consist of a total of 5,000 gaming units. The standard reference generally utilized to estimate traffic generated by new developments is a publication entitled Trip Generation by the Institute of Transportation Engineers. However, it was determined that the rates in the Trip Generation for Gaming uses are not applicable to the Pinnacle Casino site because they were based on data collected on several gaming sites which do not have the same characteristics as the proposed Pinnacle Casino site. Based on the above, additional research was conducted to identify other sources of trip data.

Based on the study conducted on similar facilities, the proposed Pinnacle Casino will generate a total of 1,790 trips during the weekday evening peak hour (Entering = 931; Exiting = 859); 2,385 trips during the Saturday evening peak hour (Entering = 1264; Exiting = 1121) and 1260 trips during the Saturday midday peak hour (Entering = 655; Exiting = 605).

It is anticipated, based on its location, that Pinnacle Casino will be highly visible from the Interstate 95, as such, this would be the primary route utilized by the visitors of the proposed Pinnacle Casino. Approximately 40% of traffic will be coming to and from Northeast, another 40% to and from the Southwest via the I-95; the remaining 20% will be distributed to the major arterials surrounding the development such as Delaware Avenue, Girard Avenue, Richmond Street and Aramingo Avenue.

As discussed previously, the proposed Pinnacle Casino will be located in close proximity to transit services, as such it is expected that these peak hour vehicle trips will be reduced by twenty (20) percent. However for the purpose of this preliminary study, we will not include this reduction.

Another important aspect of this study was to investigate the access to the proposed development. It is noted that currently, access to and from southbound I-95 generally requires site-generated traffic to use local roads for relatively short distances within the study area.

PENNDOT's proposed improvements to the I-95 Girard Avenue Interchange are an integral part of the overall upgrades to the I-95 corridor north of Center City Philadelphia. The project is currently about to enter the Final Design phase of development.

Once the I-95 Girard Avenue Interchange project is completed, access to the Pinnacle Casino site from and to I-95 will be greatly facilitated since direct connections from and to both northbound and southbound I-95 will be available virtually at the front door of the site, thereby greatly reducing the traffic impacts to the local community since approximately 80% of the site-generated traffic is

expected to utilize I-95 to access the site. The remaining 20% of the site-generated traffic is expected to utilize the local roadway network to access the site. It is anticipated that most of this traffic will be generated from within the local and surrounding neighborhoods within the City of Philadelphia.

As the design of the project is developed, necessary traffic or transportation modifications will be identified.

Legend:

Existing Intersections Discussed in Section I.1.

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FIGURE A
Project Site

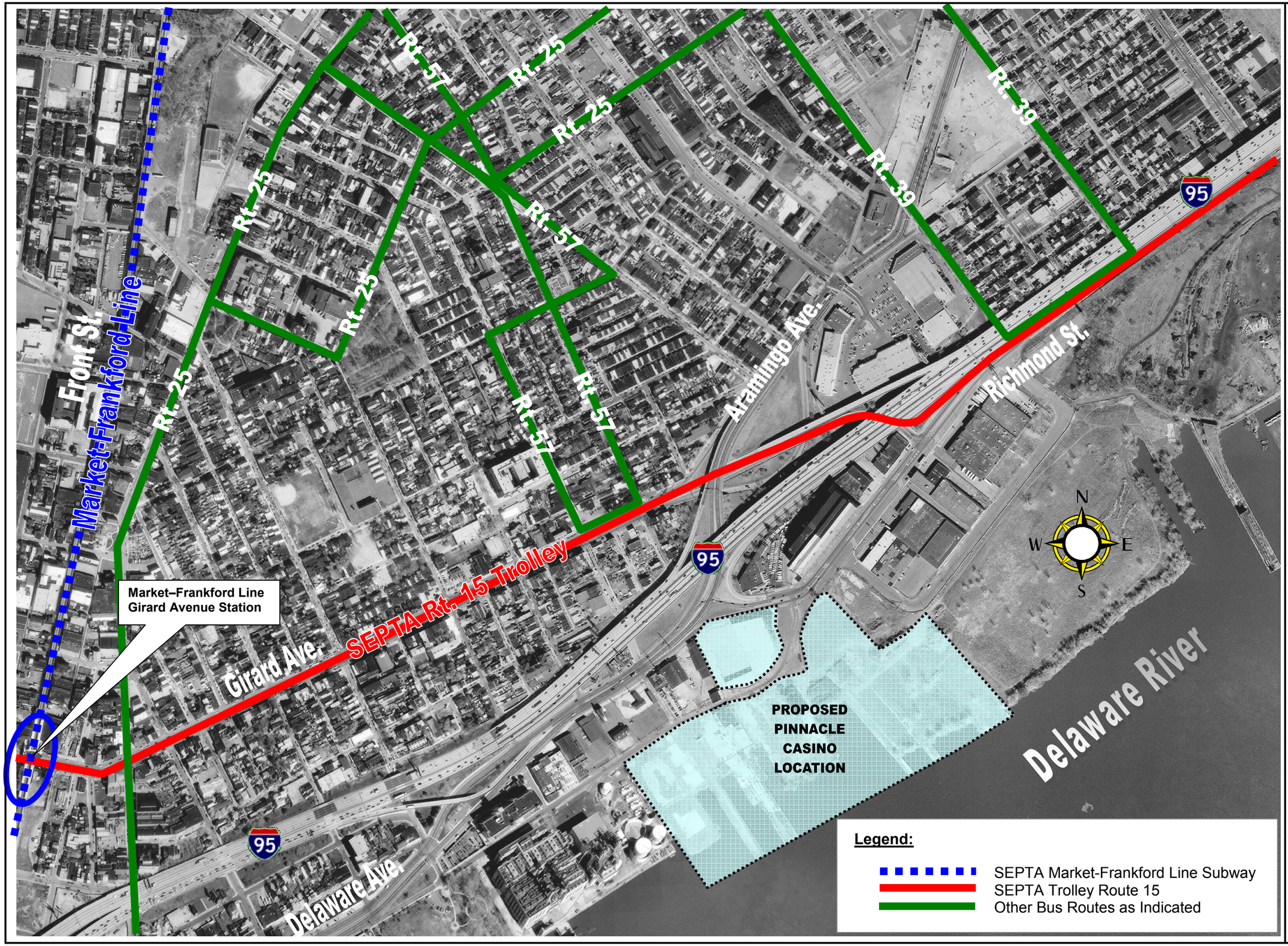

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FIGURE B
Public Transit Facilities

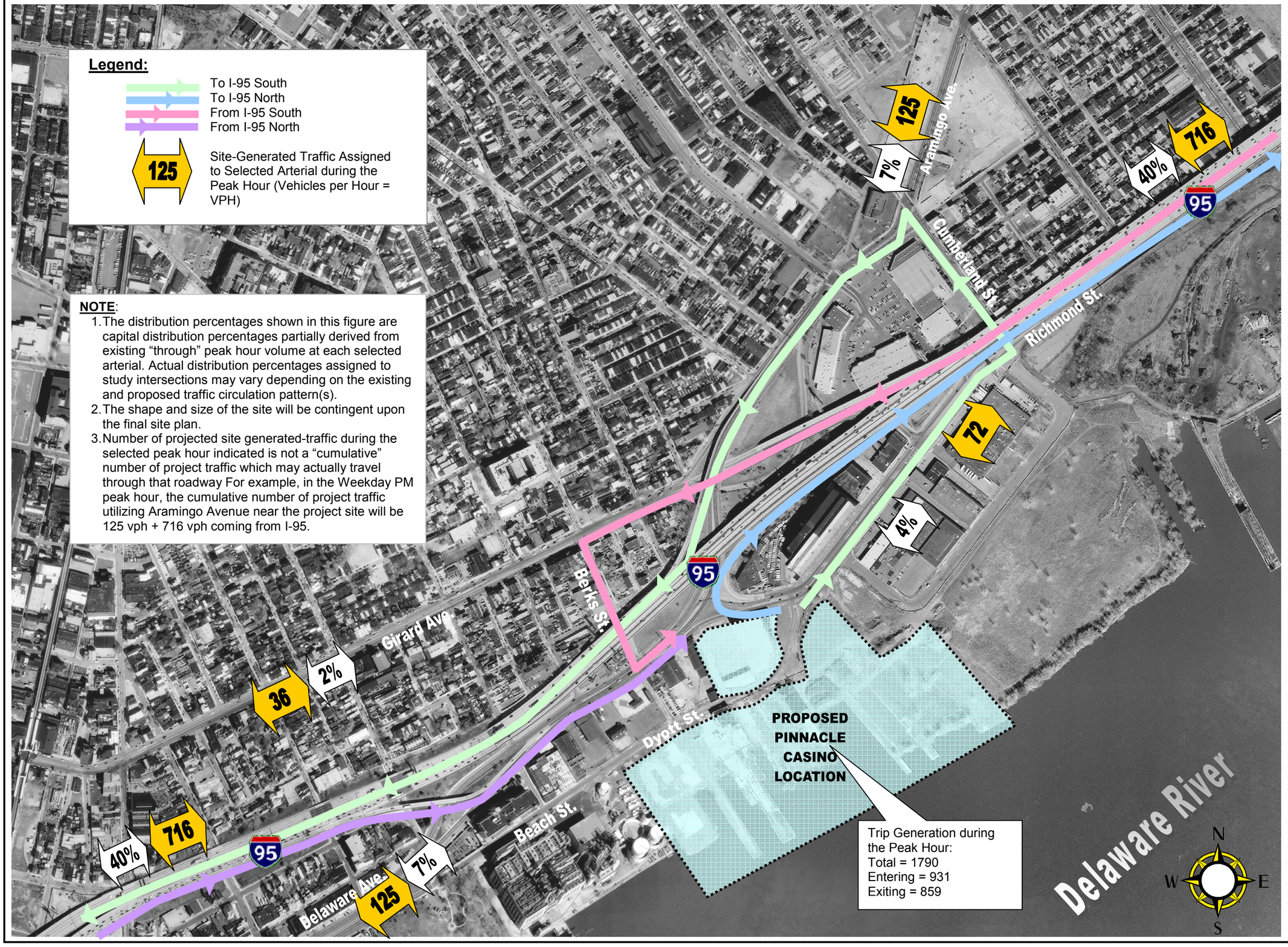

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FIGURE C
Project Site & Expected Site Traffic Assignment
Weekday PM Peak Hour

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FIGURE D
Project Site & Expected Site Traffic Assignment
Saturday PM Peak Hour

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FIGURE E
Project Site & Expected Site Traffic Assignment
Saturday Midday Peak Hour

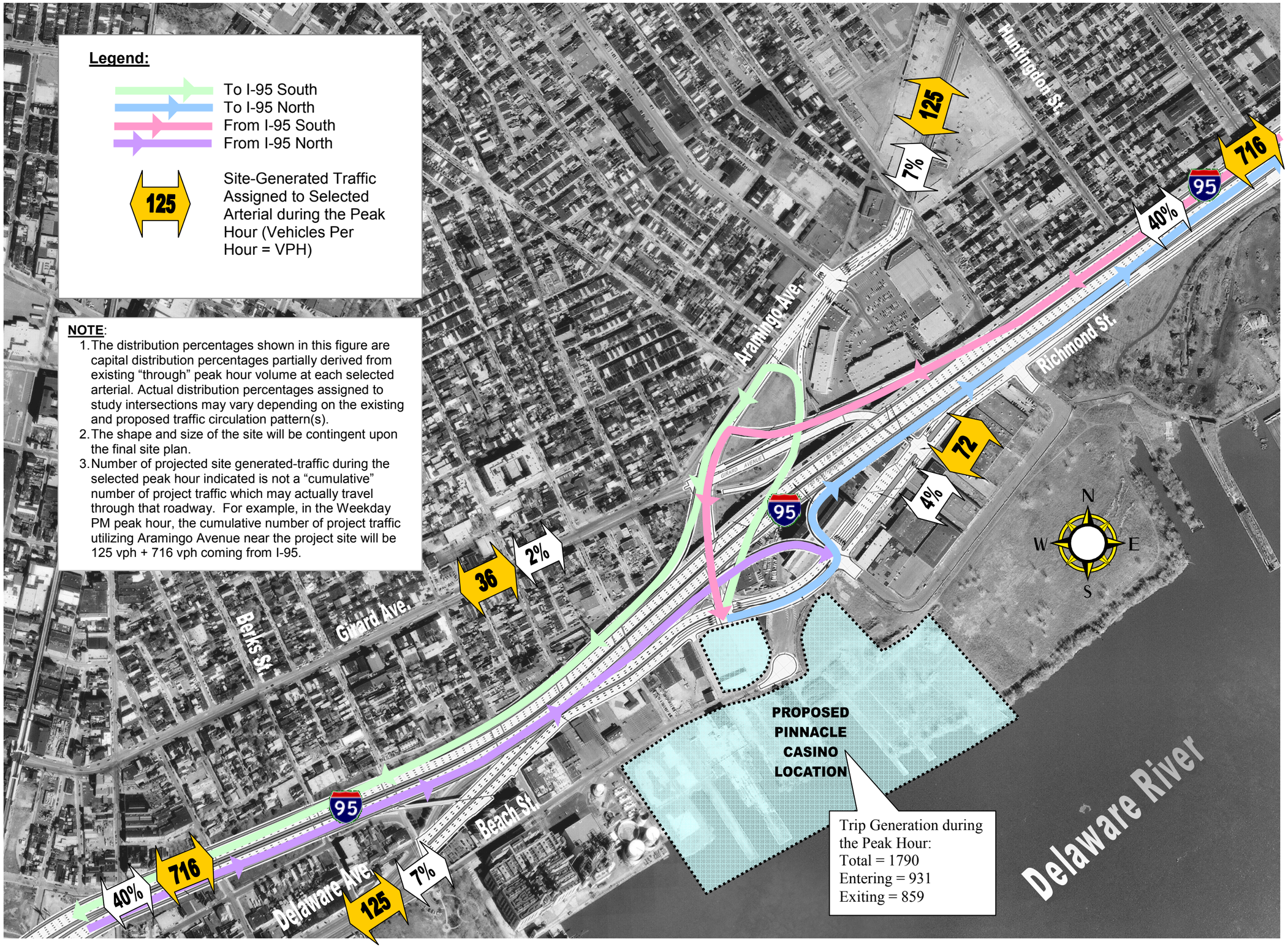

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FIGURE F
Project Site & Expected Site Traffic Assignment

Weekday PM Peak Hour After The Completion of the I-95 Girard Avenue Interchange

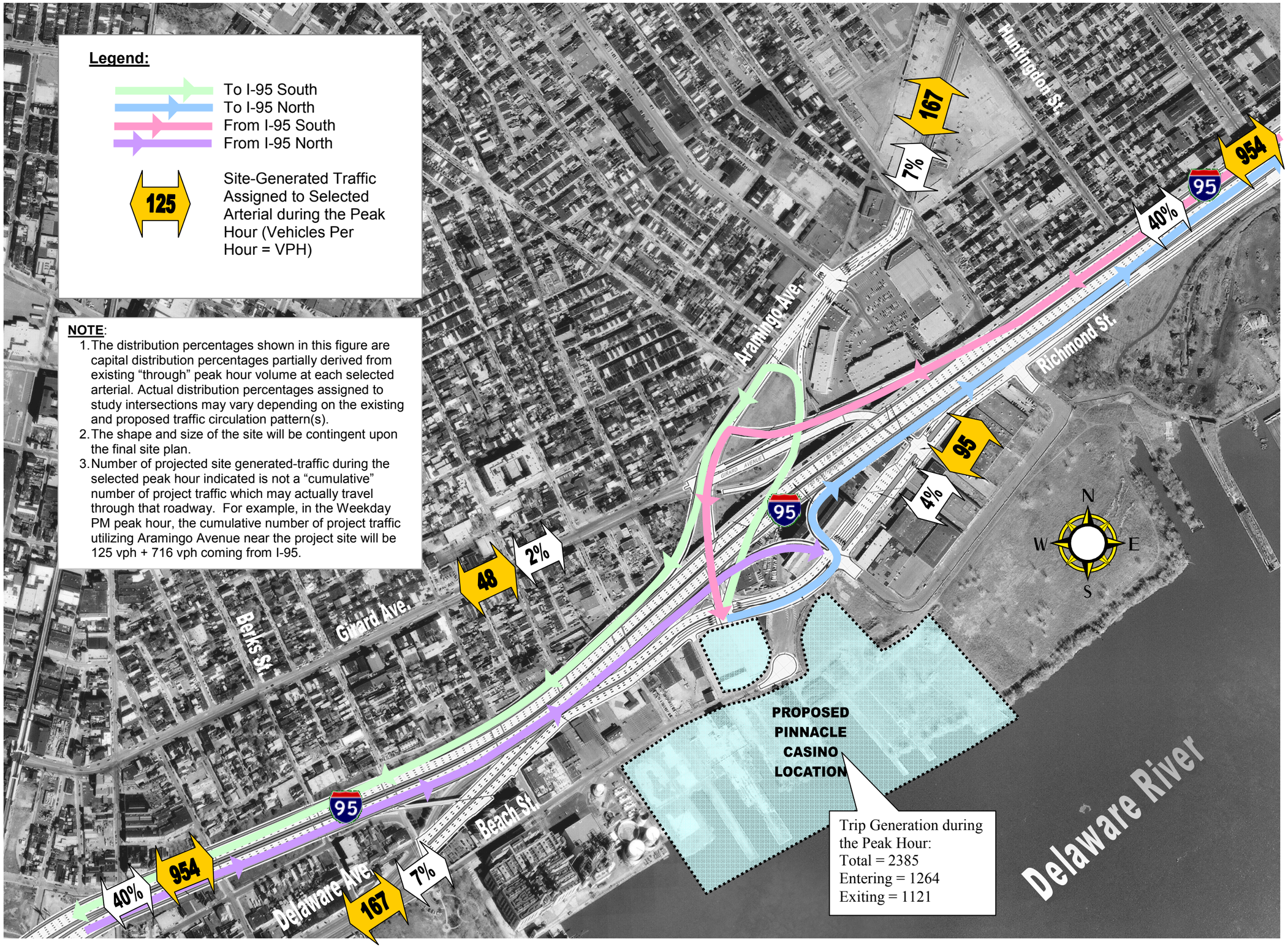

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FIGURE G
Project Site & Expected Site Traffic Assignment

Saturday PM Peak Hour After The Completion of the I-95 Girard Avenue Interchange

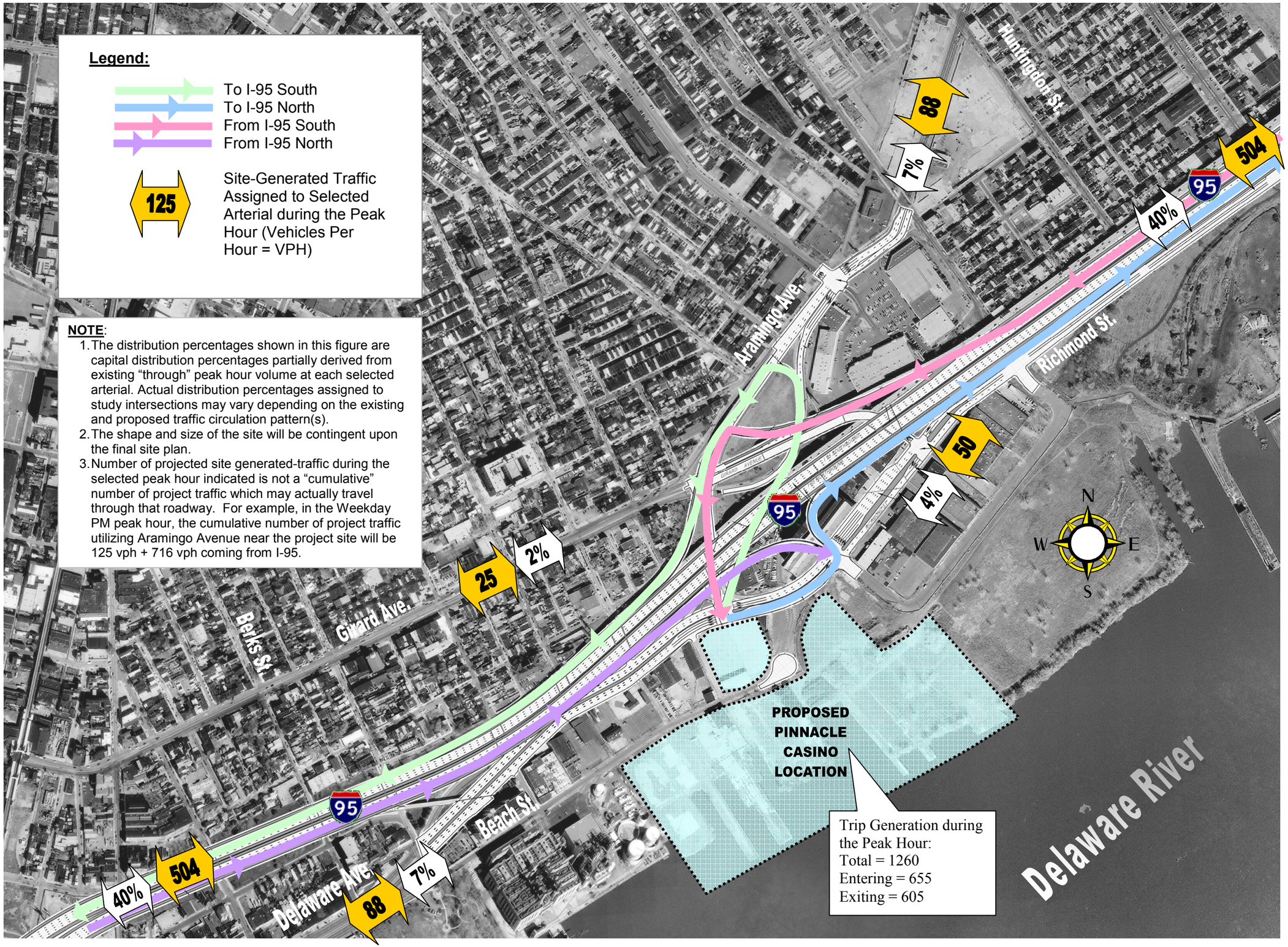

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FIGURE H
Project Site & Expected Site Traffic Assignment

Weekend Midday Peak Hour After The Completion of the I-95 Girard Avenue Interchange

Pinnacle Delaware Riverfront Site
Noise, Light and Air Impact Statement

Phase I: Noise, Light and Air Impact Statement

Prepared For:

PINNACLE ENTERTAINMENT, INC.

Prepared By:

PENNONI ASSOCIATES, INC.
Consulting Engineers

March 6, 2006

I. Noise

In general, the dominant sounds in the project area consist of vehicular traffic associated with I-95 and local roads and the surrounding industrial facilities (i.e. PECO generating station). The area surrounding the proposed development site is currently zoned industrial.

Noise impacts from the proposed development are expected to be limited to normal operations associated with commercial operations such as traffic, pedestrian activity and building operations (i.e. fans for heating and ventilation (HVAC), truck loading or unloading areas, tour bus parking). Noise due to traffic associated with onsite parking lots or structures is limited by the low speeds and therefore noise from this source would not be expected to be significant. All other noise produced from typical casino operations, movie theaters and restaurants is expected to be contained within the onsite structures.

During the construction phase of the project noise from construction equipment would dominate the noise environment in the immediate area. The most important project-generated construction traffic noise would be truck traffic associated with heavy materials and equipment. However, since access to I-95 is located adjacent to the project site impacts from increased traffic noise during construction is expected to be minimal.

The nearest off-site noise sensitive land use (i.e. residential) is expected to be located west of the project site on the opposite side of I-95. As such, noise impacts from the proposed development are expected to be negligible due to currently existing noise sources (i.e. I-95 traffic).

All noise sources from the proposed developed, including traffic, are expected to be within the City of Philadelphia and State of Pennsylvania ordinances and/or regulations.

II. Light

In general, the dominant light sources in the project area consist of vehicular traffic associated with I-95 and local roads and the surrounding industrial facilities (i.e. PECO generating station). The area surrounding the proposed development site is currently zoned industrial.

Light impacts are expected to be minimal at the proposed development site due to the proposed nature of the site and the current uses of surrounding properties (i.e. industrial). Light from the property is expected to be limited to exterior lighting

associated with the onsite structures. Ultimately however, errant and excessive lighting producing uncontrollable glare, spillover or sky glow is not expected.

III. Air

In general, the dominant air pollution in the project area consists of vehicular traffic associated with I-95 and local roads and the surrounding industrial facilities (i.e. PECO generating station). The area surrounding the proposed development site is currently zoned industrial.

Air pollution from the proposed development is expected to be minimal. All sources of air pollution are expected to be associated with normal building activities such as heating systems (i.e. boilers) and emergency generators. It is expected that all building-related equipment will operate on natural gas supplied by the local utility company (i.e. the Philadelphia Gas Works). All required City of Philadelphia and State of Pennsylvania operating permits will be obtained and emissions monitored as required to reduce air pollution associated with the proposed development.


E Hewson St
E Wiltit St
Dyott St
Schirra Dr
Dyott St
Sensitive Receptor
Earl St
95
Morse
Pinnacle Site
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E Allen St
N Beach St
PECO Generating Station
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©2005 Google
Pointer 39°58'07.81" N 75°07'27.42" W
Streaming 100%
Eye alt 2309 ft