

June 20, 2024

John Mondlak
Interim Director
Department of Planning and Development
City of Philadelphia

RE: Community Impact Analysis of the 76 Place Proposal

Dear John,

BJH Advisors and Sojourner Consulting — in partnership with Urban Partners, AKRF, Drs. Susannah Laramie Kidd and Laureen Hom, and Creative Development Partners — have completed a *Community Impact Analysis* of the 76 Place arena proposal. With the goal of conducting an unbiased assessment for the City, the team deployed a unique approach to understanding the community and the potential impacts of the arena. The following memo summarizes their methodology and key findings.

Study Area:

The study area is bounded by Green Street to the north, North 6th Street to the east, Chestnut Street to the south, and North Broad Street to the west. The study area represents two distinct neighborhoods — Chinatown North/Callowhill & Chinatown Core (collectively, Chinatown) and Market East. In addition, Washington Square West, a neighborhood located south of the Study Area, comprises an extended boundary for which the Consultant Team collected limited data.

The City requested a focus on Chinatown due to its complex social, commercial, and cultural systems, its importance to marginalized populations, and its cultural significance.

Benchmark Arenas:

The Consultant Team studied the community impacts of the construction and operation of three arenas. The following arenas were selected for their comparable scale, location, and the availability of environmental review information:

- Barclay's Center in Brooklyn,
- Golden 1 Center in Sacramento, and
- Capital One Arena in Washington DC.

Data Collection and Outreach:

The team targeted outreach efforts towards typically underreached community stakeholders, many with limited English proficiency. A mixed methods approach with emphasis on direct data collection enabled

the Team to capture the experiences and perspectives of diverse community stakeholders and a more holistic understanding of the Study Area.

Quantitative research provided context on land use, transportation, sociodemographic, and economic characteristics and trends in the Study Area. Qualitative research captured narratives, stories, and direct insights from different community stakeholders about their lived experiences across all these areas.

The following methods of data collection and analysis were used:

- Review of technical reports and planning literature,
- Review of the history of development and urban renewal in the study area,
- Interviews, focus groups, and surveys (travel, business owners, intercept),
- Tax analysis,
- Small business inventory, and
- Property inventory.

Systems Approach:

The team employed a “systems” approach to evaluate the arena’s potential impact on Chinatown. At a community level, a systems approach provides a holistic assessment of how a place functions and changes and helps identify important areas in which disruption may result in systemwide changes.

Impact on Market East

- According to the study, impacts on Market East are inconclusive – with or without 76 Place, the area will continue to face significant challenges to development and vibrancy.
- Development of the Arena, however, provides the opportunity with additional planning and intervention to reinvigorate the Market East retail corridor if transportation and safety challenges can be met.

Impact On Chinatown:

Since Chinatown is a unique and interconnected system, the consultant study identified that significant impact to small businesses or transportation could affect the whole community. These impacts may trigger a cascade of indirect impacts throughout the system, which could potentially result in the loss of Chinatown’s core identity and regional significance. The following are specific findings of the report:

- As a regional hub for Asian residents and businesses, Chinatown’s vitality is car-dependent and already suffers from concerns with traffic, parking, and loading. Increased congestion, or even the perception of congestion, together with the shift in ethnic profile of demand, will likely exacerbate existing negative dynamics driven by increased property values.

- Chinatown’s economic and real estate model depends on realizing value of ethnic-centric land ownership and leasing patterns which, in turn, is dependent on ethnic-centric demand in business and residential markets.
- Although the project will not lead to direct housing displacement, there is evidence for increased indirect displacement of small businesses and low- and fixed- income individuals through gentrification and loss of cultural identity in Chinatown if the 76 Place were built.
- An analysis of Chinatown’s small businesses found that:
 - One out of five small businesses in Chinatown are positioned to experience positive net economic benefit from the Arena. These businesses are mainly in the entertainment, food, and hotel sectors.
 - Half of the small businesses in Chinatown are not positioned to benefit from the Arena and may experience negative impacts. Most of these businesses are in the financial and professional services, healthcare, supermarket/grocery, and wholesale sectors.

The enclosed *Community Impact Analysis* underscores the significance of Philadelphia’s Chinatown as an interconnected social, economic, and cultural system of regional importance. Additional support for Chinatown’s residents and small business community will be necessary to ensure that any development initiatives prioritize the well-being and resilience of Chinatown. In addition, the *Community Impact Analysis* recognizes that Market East has not lived up to its potential and that significant planning and redevelopment will be necessary for it to become a vibrant part of Center City.

Sincerely,

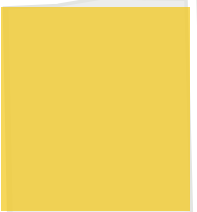
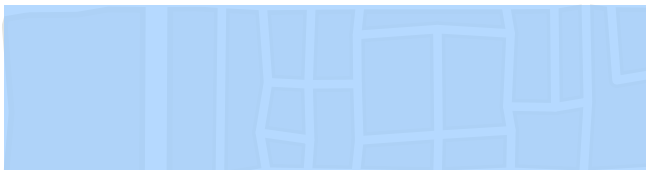


Martine DeCamp, AICP
Interim Executive Director
Philadelphia City Planning Commission
Department of Planning and Development
City of Philadelphia

PROPOSED 76ERS ARENA

COMMUNITY IMPACT ANALYSIS

June 2024



ACKNOWLEDGEMENTS

The City of Philadelphia would like to thank the following individuals and organizations for their contributions to this report:

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Washington Square West Civic Association
Midtown Village Merchants Association
Stakeholder Participants
Philadelphia Department of Planning and Development
Philadelphia Industrial Development Corporation
Philadelphia Police Department
CSL International
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The hardworking and creative staff of all the City's agencies

EXCLUSIONS

This report by BJH Advisors LLC (BJH) and its subconsultants was commissioned by the City of Philadelphia and the Philadelphia Industrial Development Corporation to assist them in their review of the proposed new 76ers arena and should not be relied upon by any other parties for any purpose. BJH's scope was limited to evaluating potential community impacts of the proposed new 76ers arena and did not address mitigations for any such potential impacts. BJH and its subconsultants relied upon third party public and private data sources that are deemed to be reliable but have not been verified or confirmed.

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Dear Reader,

Over the past nine/ten months, our team — BJH Advisors, Sojourner Consulting, and AKRF — has worked with the City of Philadelphia, the Philadelphia Industrial Development Agency (PIDC), and members of the Chinatown, Market East, and Washington Square West neighborhoods to understand existing conditions as they pertain to a proposed new Philadelphia 76ers (Sixers) arena and potential impacts from the broader project which also includes commercial and residential development. Through our approach, community voices and recommendations have shaped our understanding of these important places.

BJH acted as the prime consultant and undertook the benchmarking analysis, while Sojourner Consulting — in partnership with Urban Partners, Drs. Susannah Laramee Kidd and Laureen Hom, and Creative Development Partners — developed the methodology for community impact assessment, conducted the primary data collection as well as undertook most of the report writing. AKRF performed initial assessments of construction and other technical project impacts, and reviewed the 76DevCo draft transportation analysis, current as of the time of this report.

While we understand that a new Center City arena for the Sixers is potentially an exciting vision for many Philadelphians, we also understand that it has raised concerns among local residents, business owners, and other stakeholders. As a diverse set of planning and community development experts, our team has deployed a unique approach to understanding the community and the potential impacts of the arena. Our goal was to conduct an unbiased assessment for the City, which we hope has yielded opportunities for economic investment and cultural preservation in the Chinatown and Market East communities.

We hope this report will advance the dialogue between the City, arena sponsors, and neighboring communities — discussions that will lead to a path forward, advancing the goals of the many constituents involved.

Sincerely,

Kei Hayashi, BJH Advisors

Sarah Yeung, Sojourner Consulting

EXECUTIVE SUMMARY

Background

In 2022, 76 DevCo (the Sponsor) proposed a new multipurpose sports and entertainment arena (the Arena) along with associated retail and residential development (collectively, the Project). 76 DevCo is a partnership between the Philadelphia 76ers (76ers or Sixers) Managing Partners Josh Harris and David Blitzer and Philadelphia Business Leader David Adelman.

In response to the proposed Project, the City of Philadelphia (The City), with the support of the Philadelphia Industrial Development Corporation (PIDC), commissioned a community impact study of the Project on Chinatown, Market East, and to a limited extent, Washington Square West. BJH Advisors, a national planning and real estate advisory firm, and its sub-consultants (the Consultant Team), were selected to undertake this analysis.

The scope of work was primarily developed by Sojourner Consulting, one of the sub-consultants, with input from BJH, other sub-consultants, the City, and the local community. The study will be considered alongside other reports that explore aspects of the potential Project. These reports include an economic impact study, an analysis of the Project Sponsor's Draft Transportation Impact Study (Draft TIS), and a design review of the Arena's architecture and urban design elements.



Market Street facing west towards City Hall

Source: BJH Advisors

Project Description

The proposed mixed-use Project would be anchored by a basketball arena on a site bounded by Market, 11th, 10th, and Cuthbert Streets inclusive of the Filbert Street right-of-way. The Project would have three principal components: a 1,126,000-square-foot (SF), 18,500-seat arena which would host an estimated 150 events per year, including basketball games; 395 units of housing,

20 percent of which would be income-eligible subsidized housing; and up to 25,000 SF of ground-floor commercial space. The site is currently occupied by the western third of the Fashion District Mall, the former Greyhound Bus Terminal, and the 1000 block of Filbert Street, which would be removed from the City plan and developed as part of the arena footprint. The site includes the subterranean

Jefferson Station, a Southeastern Pennsylvania Transportation Authority (SEPTA) regional rail station; and is connected to SEPTA's Market Frankford subway line and PATCO via underground concourses which would remain intact. Construction would occur between 2026 and 2031 and include demolition of the existing structure.

Study Area

The Study Area is bounded by Green Street to the north, N 6th Street to the east, Chestnut Street to the south, and N Broad Street to the west. The Study Area represents two distinct neighborhoods — Chinatown North/Callowhill & Chinatown Core (collectively, Chinatown) and Market East. In addition, Washington Square West, a neighborhood located south of the Study Area, comprises an Extended Boundary for which the Consultant Team collected limited data.

As requested by the City, the community impact analysis includes current trends and conditions in the Study Area as well as an assessment of the potential impact of the Project on Chinatown. The City requested a focus on Chinatown due to its complex social, commercial, and cultural systems, its importance to marginalized populations, and its cultural significance. Chinatown faces unique challenges adapting to economic pressures while retaining its sense of cultural authenticity.

Figure 1: Map of the Study Area



Data Collection and Approach

The Consultant Team developed a mixed-methods data collection strategy, which included quantitative and qualitative analysis using primary and secondary data. Primary data collection enabled the Consultant Team to include the experiences and perspectives of underreached community stakeholders, leveraging interviews, focus groups, and three Chinatown-specific surveys (business owners, travel patterns, and a street intercept survey).

The Consultant Team analyzed existing conditions and trends in the Study Area across six different analytical areas and assessed the Project’s impact against system goals developed by the Consultant Team through conversations with community stakeholders, a review of past community plans, and academic research. The Consultant Team used a systems approach (further defined in the “Approach” section) for the Chinatown impact analysis which not only examined Project impacts in individual analytical areas but

also considered spillover impacts due to the interconnectedness of Chinatown’s various elements. As a result, the Consultant Team identified two analytical areas for which significant impact would likely trigger systemwide change.

In addition, the Consultant Team chose three national arena projects whose construction and permanent impacts on the surrounding areas would be studied as benchmarks. These benchmarks included Barclays Center (Barclays) in Brooklyn, New York; Golden 1 Center (Golden

1) in Sacramento, California; and Capital One Arena (Capital One) in Washington, D.C. The Consultant Team selected these benchmark arenas for their comparable scale, location in similar urban densities, and the availability of environmental review information for the respective project proposals.

Finally, the Team summarized the September 2023 Draft TIS conducted by Langan, the Sponsor’s consultant, and conducted a qualitative analysis of construction impacts.

CHINATOWN SYSTEM GOALS

- 1 To be a complete, mixed-use (residential and business) community.
- 2 To be a center of Asian culture.
- 3 To be an intergenerational place.
- 4 To be a place of opportunity for low-income, limited English proficient immigrants.

Table 1: Community Impact Assessment Methodology Chart

	Framework Design	TIS Summary	Benchmark Analysis	Analytical Areas					
				Socio-demographics	Labor/Business	Culture/Services	Safety/Pedestrian Environment	Transportation	Construction
STUDY AREA	Technical Report Review	•	•					•	•
	Desktop Research		•	•	•	•	•	•	•
	Interviews	•	•	•	•	•	•	•	•
	Focus Groups	•		•	•	•	•	•	•
CHINATOWN	Surveys								
	- Travel				•	•	•	•	•
	- Business Owner					•	•	•	•
	- Intercept				•	•	•	•	•
	Tax Analysis				•	•			
	Small Business Inventory					•	•		•
	Property Inventory				•	•	•		
	Planning Literature Review	•			•	•	•	•	•
Urban Renewal Literature Review	•						•	•	

Findings

BENCHMARKS

The Consultant Team examined three basketball arenas located near Chinatowns (or other commercial areas) to understand the potential impacts of these projects on their surrounding neighborhoods and communities: Barclays Center in Brooklyn, New York; Golden 1 Center in Sacramento, California; and Capital One Arena in Washington, D.C. Each case study was contextualized by its own local circumstances and trends; however, several patterns emerged:

Traffic

In all three case studies, projected temporary and permanent traffic impacts were heavily analyzed. Each project required traffic mitigation, although the form and availability of intervention varied across intersections and conditions. In Brooklyn, the densest arena location studied, local agencies encouraged the use of public transit around their project site, which was seen to aid in managing traffic flow and parking demand.

Economic Development

The municipalities in each case study saw their arena projects as opportunities to advance development in disinvested areas, re-evaluating urban planning priorities. While the proposed Arena has been positioned as a means to help revitalize Market East, potential community impacts should be closely considered. Given the growing population and existing real estate pressures in Center City, the City should update the Chinatown and Market East master plan. Chinatown in Philadelphia is experiencing the impact of continued growth, and changes due to the COVID-19 pandemic. Regardless of the arena, it would be beneficial to update the plan.

Planning Process

Each benchmark arena project was subject to environmental review processes dictated by state and local regulations. The Environmental Impact Statement (EIS) process provides a standardized approach to analyzing impacts and prescribing mitigations both during and after the construction period. Philadelphia is taking a broader approach to studying community impacts, including incorporating interviews, focus groups, and surveys of local stakeholders, since the City does not have a standard environmental review process.

ANALYTICAL AREAS

The following community impact summaries are organized by analytical area.



SOCIODEMOGRAPHICS

The Study Area has experienced significant new market-rate residential development which has increased the volume and diversity of the residential population, while reducing affordability. The Study Area is 68.5% renter-occupied, and therefore more vulnerable to displacement pressures when compared to the rest of the city. Market East a historic commercial hub has added residential development and become more mixed-use. In Chinatown, while the neighborhood remains a key residential hub for Asian immigrants, there has

been a significant decline of the LEP (Limited English Proficient) population speaking an Asian or Pacific Islander language. In addition, increased property taxes are a key displacement pressure, and new property ownership and turnover of long-time renters are catalyzing redevelopment. However, several factors indicate a preservation of a strong cultural and economic identity, including stability of Asian and local property owners and the presence of a new generation of immigrants. Whether or not the Project proceeds, the City could explore the development of

additional affordable housing and preservation of existing affordable housing to support workers and residents of Chinatown susceptible to displacement under the prevailing development conditions.

While the Project would not lead to direct housing displacement (meaning no housing would be torn down to build the proposed Arena), there is evidence for potential indirect displacement through gentrification and loss of cultural identity in Chinatown, which would likely be accelerated by the proposed Project.



LABOR MARKET AND BUSINESS ENVIRONMENT

The Study Area's labor market has grown significantly, with a 75% increase in the number of jobs between 2011 and 2021. The sub-neighborhoods in the Study Area have distinctive labor and business environment profiles. Market East supports a range of large hospitality, health, food, entertainment, and retail businesses. Large institutional employers such as Jefferson Health and the Convention Center have both significantly expanded their footprints. At the same time, the Market Street corridor remains underdeveloped, and the transformation of the retail and office landscapes have injected uncertainty into the business environment. In contrast, Chinatown has a concentration of Asian-owned small businesses, which offer unique work and entrepreneurship opportunities for LEP immigrants. While there are signs of eroding business viability and threats to cultural authenticity, Chinatown's small businesses have shown strong growth and adaptability.

Based on analysis of all the data, large or corporate businesses may experience indirect positive benefit due to the Arena if transportation and safety challenges are met. Small businesses are at a greater risk of experiencing a negative impact and indirect displacement. In particular, Chinatown and legacy enterprises that rely on regular customer flows may be especially at risk for indirect displacement. A net benefit analysis of Chinatown's small businesses found that one out of five (19.7%) small businesses are expected to receive positive net economic benefit from the Arena, while half (50.2%) will experience a negative net economic benefit, and 30.1% will see varied outcomes. Benefits to all stakeholders would be contingent on the management of foot traffic.

Due to the nature of the ongoing changes to customer demographics and business sectors in Chinatown, some level of worker displacement is predicted. In addition, a majority of small business owners are vulnerable to rent increases, as only a quarter (24.4%) of small business owners in Chinatown own the properties they are located on.

Given Chinatown's tightly interwoven cultural and social network and the incompatibility of many important businesses with the Arena, the Project impact may negatively interfere with Chinatown's goals (page 8). In other words, due to impact on labor markets and small businesses, Chinatown's core identity could be significantly diminished or lost.



CULTURAL ASSETS AND COMMUNITY SERVICES

The Study Area has a rich set of historic and cultural assets which are thriving, expanding, and diversifying. Chinatown and Reading Terminal Market are unique for their concentration of intangible cultural heritage (as opposed to a site or a physical object) assets in an historic urban landscape. Intangible cultural heritage assets are not well-documented and lack policy pathways to formal recognition or protections. While the Project would not lead to direct displacement of cultural assets, based on focus groups,

interviews, and surveys, there is a potential for impact to the anchor institutions and cultural events that support intangible cultural heritage in the neighborhood.

In addition, the Study Area and particularly Chinatown are home to a concentration of services for the city and the region, including important health, education, and social services for vulnerable populations, including LEP, Asian, immigrant, low-income, youth, seniors, homeless, and uninsured/underinsured populations. The proposed Project will not directly

affect any physical community facilities or access to them. However, since pre-event traffic hours coincide with key travel times and hours of operation for some community services, transportation, traffic, and parking impacts may result in potential indirect impacts, particularly as many users are also auto-dependent. As a result, there is a potential impact on access to key health, education, and social services for certain vulnerable populations.



SAFETY AND PEDESTRIAN ENVIRONMENT

Crime data and stakeholder perceptions reflected in mixed-methods data surveys show conflicting narratives. While crime incident reports are trending downward in the city and Study Area, focus group data indicated increasing perception and awareness of crime. COVID-19 pandemic trends around anti-Asian violence and a sense of

lawlessness in the public realm influence stakeholder responses. Pedestrian environment challenges, perceptions of greater vulnerability from certain sub-groups, and increasing homelessness exacerbate safety concerns. Vulnerable sub-groups, who are integral to the identity and goals of the Study Area, expressed more safety concerns

during peak event hours, while other stakeholders noted the benefits of these same conditions. Due to significant differences in sidewalk and crosswalk capacity in Market East and Chinatown, Project impacts on pedestrian congestion would likely vary by neighborhood.



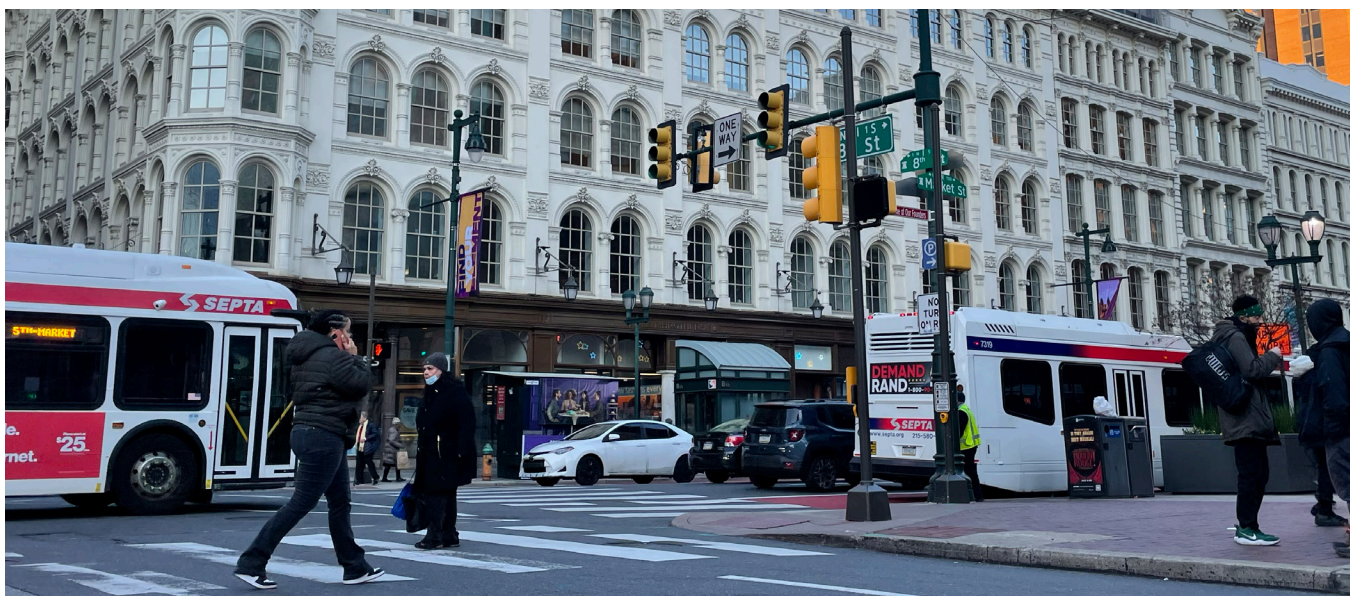
TRANSPORTATION, TRAFFIC AND PARKING

The Study Area is a local and regional transportation hub with unique public transit and roadway access. Still, traffic has increased in the Study Area in part due to health and safety concerns about public transit that emerged during the COVID-19 pandemic and in response to growth in residential populations and business activity. While the Draft TIS is still undergoing additional analysis, a number of factors could increase the potential for adverse traffic impacts from the Project, including:

- Proximity of the Arena to the Study Area
- Location of key bus transit routes throughout the Study Area, particularly on Market Street
- Conflicts of arena events with key community travel times (self-reported through a Chinatown stakeholder survey)
- Location of Chinatown as a thoroughfare to major highway access
- Ongoing development of parking lot facilities

Due to these factors, unnecessary temporary and permanent road closures should be avoided.

Chinatown is particularly car-dependent, and conflicts between peak event times and the travel schedules of current occupants, workers and consumers would likely amplify impacts. Two existing factors augment the need to address traffic conditions in Chinatown. First, the community is competing with other urban centers that have less traffic and more parking. Second, congestion has already been worsening.



Intersection of 8th and Market Street in Market East, facing north towards the Lit Brothers building, Source: Sojourner Consulting



CONSTRUCTION

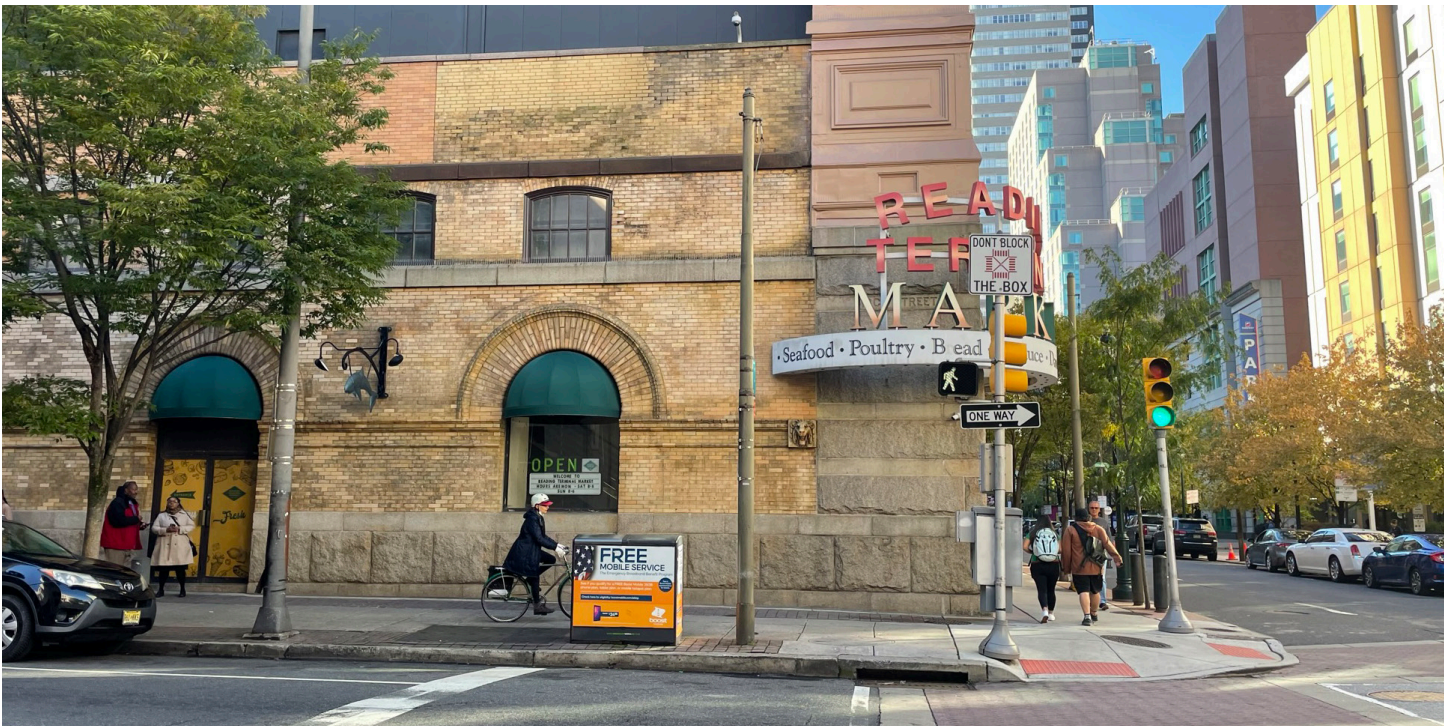
During the construction period, potential impacts may occur in the Study Area to traffic, air quality, noise, and public health. A qualitative construction analysis was performed based on relevant case studies and analysis results from similar projects, as specific construction-period worker and truck estimates were not available at this time. Construction activities for the proposed development could affect several elements of the surrounding transportation system, including traffic, parking, public transit, pedestrians/bicyclists, and multimodal safety. Demolition, excavation,

and foundation activities are the most intense construction activities in terms of air pollutant emissions and noise. These activities are anticipated to occur over a period of approximately 20 months. No portion of the sensitive receptors in the Study Area (e.g., residences, schools, hospitals, public open spaces/parks) would be subject to the full effects of construction impacts for the entire construction period. The superstructure, enclosure, and interior fit-out activities would result in lower air emissions since they would require fewer pieces of heavy-duty diesel equipment and would

not involve soil disturbance activities that generate dust emissions. Increased noise levels during construction are typically the result of the operation of construction equipment on site and the movement of construction-related vehicles (i.e., worker trips and material and equipment trips) on the roadways to and from the site. The greatest potential for exposure to any hazardous materials would occur during construction, which would require subsurface disturbance, primarily to construct the foundation of the proposed building.

Further Recommended Analysis in Construction

- Additional studies are necessary to quantify the potential impacts to transportation/traffic, air quality, noise, and public health and to identify measures to lessen impacts.
- More analysis is recommended to understand impacts during the construction period to groups which were identified as having more potential susceptibility, including microbusinesses (less than 10 employees) with small cash reserves, families with children, seniors, people with existing health issues, and health uses in the neighborhood, such as doctor's offices, clinics, and urgent care centers.



View of Reading Terminal Market at the corner of 12th and Arch Streets, Source: Sojourner Consulting

SYSTEM DYNAMICS AND TIPPING POINTS

Because Chinatown is a unique and interconnected system, significant impacts to small businesses or transportation capacity could affect the whole community. These impacts may trigger a cascade of indirect impacts throughout the system, which would potentially result in a loss of Chinatown's core identity.

A significant component of Chinatown's real estate market is language- and culture-based. Property owners perceive the current value of the market to be primarily based on the cultural identity of that market. An existential threat to that

identity would potentially result in significant displacement of the intricate networks of stakeholders who rely on the culture-based marketplace.

In focus groups with community leaders in other historic Asian American and Pacific Islander (AAPI) neighborhoods, participants described similarities in their communities' gentrification processes, which were marked by changes in property values, a decline in the perceived value of cultural tenants for property owners, and a decline of the neighborhood's overall cultural identity.

Chinatown is shaped within a broader social and immigration context. Due to new waves of immigration and a remaining sense of alienation by some Asians, the neighborhood retains its significance for a new generation. As a result, Chinatown offers a unique value which is made possible by its history, urban environment, cultural heritage, and community ownership.

Conclusion

Project impact on Chinatown is clear. In a no-build scenario, it will face gentrification challenges as property turns over and rising real estate values put pressure on owners to cash out. The Project may place stress on existing vulnerabilities, most evidently in the areas of transportation and small businesses, and result in indirect displacement. Impact on Market East is inconclusive. In a no-build scenario, it will face significant challenges around safety, pedestrian environment, and a weak business environment, which require a comprehensive effort to address the changed landscape. However, the Project will not necessarily address these challenges. Impact on safety and pedestrian environment will depend on design, commercial program, and the extent that the Project acts as a development catalyst.

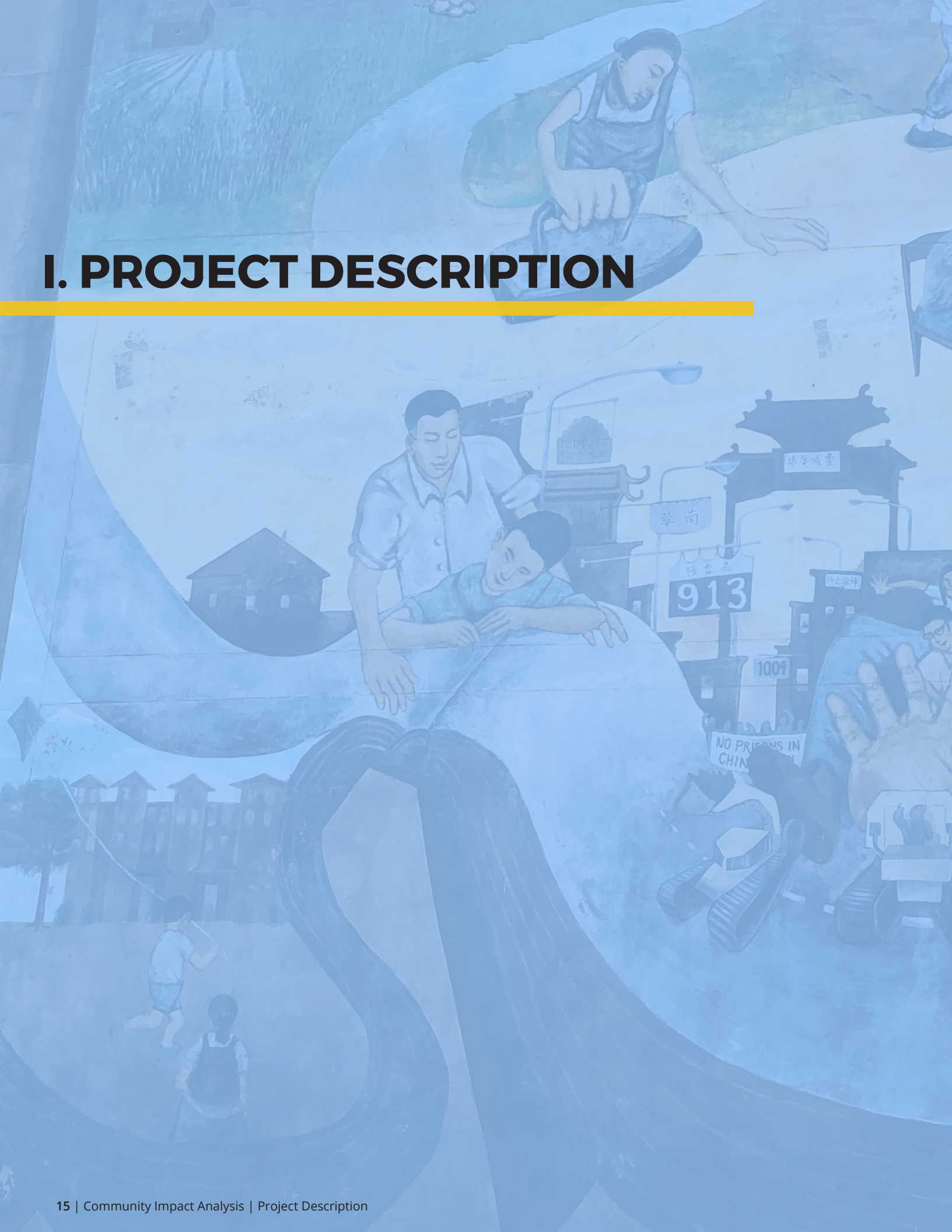


View of Market Street corridor facing west. Jefferson's headquarters building is visible in the distance, Source: Sojourner Consulting



Photo: View of the pedestrian bridge over the Vine Street Expressway at the intersection of 10th and Vine Streets facing south. The 10th Street Plaza is visible on the right
Source: Sojourner Consulting

I. PROJECT DESCRIPTION



Context

76 DevCo, a development partnership connected to the Philadelphia 76ers (76ers or Sixers, also referred to as the Project Sponsor) and/or its affiliates, has proposed building a new, privately funded arena (the Project or Arena) on Market Street in Center City, Philadelphia. The City of Philadelphia (the City), led by the Department of Planning and Development, hired expert consultants to understand and assess the proposed Arena's impact on the surrounding community, economy, public realm, and traffic and transportation in the area. The Philadelphia Industrial Development Corporation (PIDC) managed the request

for proposals (RFPs) process to select consultants to undertake the analyses. The Department of Planning and Development and PIDC also worked with the Arena's local community to ensure their input was incorporated into the scope of work and approaches taken by the consultants.

One of the RFPs requested an analysis of the community impact of the 76ers Arena on Philadelphia's historic Chinatown and Market East/Washington Square West. The City hired BJH Advisors, a national planning and real estate advisory firm, along with its subconsultants Sojourner Consulting—supported by Urban Partners, Dr. Lauren

Hom, Dr. Susannah Laramee Kidd, and Creative Development Partners—and AKRF, to undertake this analysis and prepare an accompanying report, represented by this document.

As additional due diligence, the City undertook three other areas of study: an economic impact study, an ongoing review and analysis of the Arena's traffic impact, and an iterative design review of the Arena's architecture and urban design.



Entrance to the SEPTA 11th Street Station on the Market-Frankford Line on the Market Street corridor facing west, Source: City of Philadelphia

Project Description

76DevCo and/or affiliates thereof are proposing to develop a mix of uses anchored by a basketball arena on a site bounded by Market, 11th, 10th, and Cuthbert Streets inclusive of the Filbert Street right-of-way. The site is adjacent to Philadelphia's historic Chinatown neighborhood and the Pennsylvania Convention Center; above Jefferson Station, a Southeastern Pennsylvania Transportation Authority (SEPTA) regional rail station; and connected to PATCO via portions of the Fashion District Mall which are to remain. The approvals are discretionary, and as such, the City has requested a community impact assessment through the Philadelphia Industrial Development Corporation to determine the potential effects of the changes to the area.

Proposed Project

The proposed Project would occupy an approximately 4.25-acre site (see Figure 1 - Proposed Arena Site), which is currently occupied by the western third of the Fashion District Mall, the former Greyhound Bus Terminal, and the 1000 block of Filbert Street, which would be part of the arena footprint. The proposed Project would be anchored by a new, approximately 18,500-seat

basketball and events arena to be the new home of the Philadelphia 76ers National Basketball Association (NBA) Team (76ers or Sixers). The proposed project, branded "76 Place" by the Sponsor, would introduce new development concentrated above SEPTA's Jefferson Station, one of the busiest regional rail stations in Philadelphia which has connections to the PATCO

high speed line and the Market-Frankford Line (MFL) subway. To the east, the existing Fashion District Mall would remain with modifications and would continue to be operated by Macerich Group in partnership with the Sponsor to host a variety of retail and entertainment offerings.



A rendering of the proposed Arena, Source: Philadelphia 76ers

Arena Centerpiece

The Arena is anticipated to be 170 feet tall, with a raised floor or “bowl” above Jefferson Station and one story above street level to allow for pedestrian flows supporting the station below and street-facing retail spaces. The total arena footprint is anticipated to be 185,558 square feet or approximately 4.2 acres. Total seating would be approximately 18,500. Americans with Disabilities Act (ADA) accessibility, production equipment, line-of-sight, operational, and staging requirements would limit attendance at non-basketball events in almost all instances to well under 18,500, or 100 percent, of the maximum number of fixed seats.

The 76ers would relocate from the Wells Fargo Center located in the South Philadelphia Sports Complex, which the team leases from Comcast Spectacor through 2031. The 76ers have been seeking to own and operate their own facility in Philadelphia. In 2020, the Sponsor submitted a bid to develop a new 76ers arena on a parcel on the Delaware River Waterfront but were unsuccessful in their bid with the Delaware River Waterfront Corporation.

Mixed-Use Project: 76DevCo, which is in a pre-conceptual design phase for project elements, is proposing a mixed-use program that would allow for some flexibility for as-of-yet unknown design requirements. The main elements of the program are presented above under Project Assumptions.

The main design concept centers around a permeable ground floor with several pedestrian walkways that cut through east-west and north-south under a raised basketball “bowl” sitting one story above grade. The ground floor also contains retail space available

PROJECT ASSUMPTIONS

ARENA

1,126,000 SF
~18,500 Seats

*Level 2 and up
includes loading and logistics*

RESIDENTIAL

465,000 SF
395 Units

*20% affordable housing units
(no details on AMI and level of affordability)*

RESIDENTIAL PARKING

120 Parking Spaces

Underground

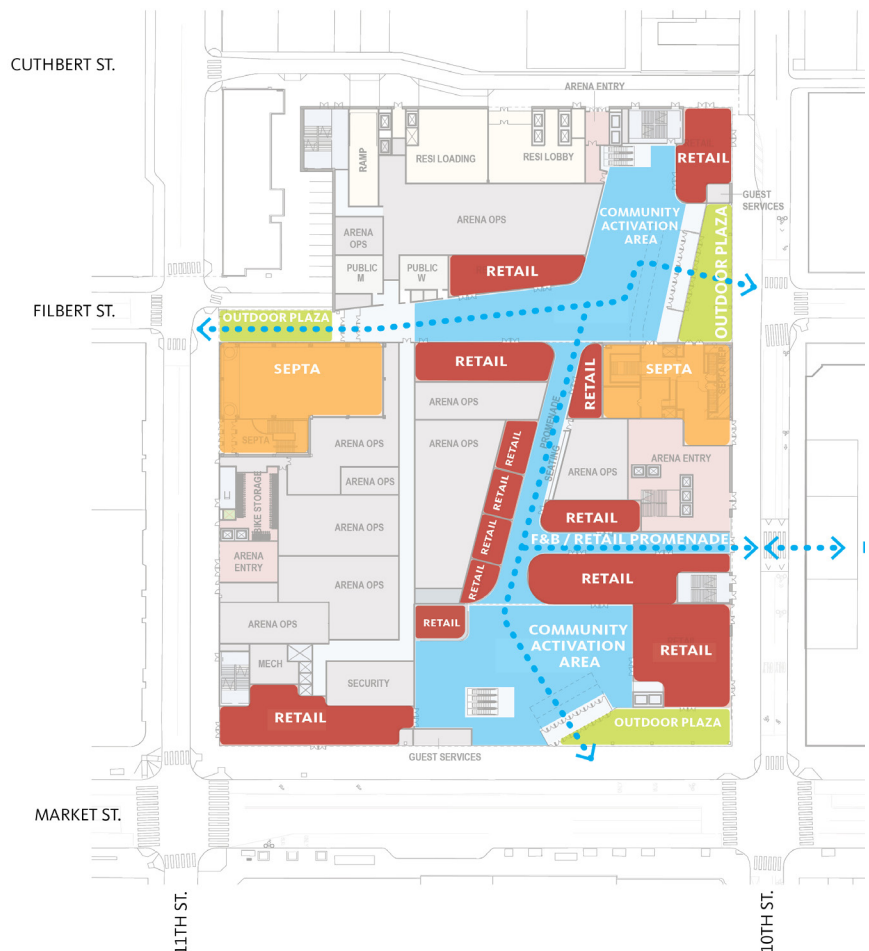
RETAIL

UP TO 25,000 SF

PUBLIC SPACES

*Filbert Street pass through and Market - Filbert access during non-event times.
Covered pedestrian plazas at Arena entrances*

Figure 2: Proposed Arena, Street Level Plan (Non-Event)



Source: 76 Place Market East

to the public during non-event times and signage for the entertainment offerings. The design for the Arena includes parking spaces for players, coaches, and team staff per NBA regulations (located below grade and accessed by the existing loading dock entrance on the 800 Block of Arch Street) as well as 120 below-grade spaces for the residential building accessed via a ramp on Cuthbert Street between 10th and 11th Streets.

Deal Structure: 76DevCo expects to acquire parcels required for development of the Arena including the former Greyhound Bus Terminal located at 1001–1025 Filbert Street and the Fashion District Mall land owned by the Macerich Group. The recent 2019 mall improvements were funded in part through tax increment financing for \$55 million capitalized by affiliates of the current mall owners. The proposed Project would require the demolition of the western portion of the mall and the demolition of the building on the Greyhound Bus Terminal land, as well as coordination with SEPTA regarding access to Jefferson Station during construction of the proposed project. If approved, demolition of existing improvements would begin in 2026, with construction beginning in 2027 and anticipated completion in 2031 by the start of the NBA season. The residential component would be built concurrently and open at the same time as the Arena. To enable development of the Arena, 76DevCo would acquire the properties as described above and grant the assemblage upon which the Arena sits to the City via the Philadelphia Authority for Industrial Development (PAID), and the City in turn would lease it back to 76DevCo via PAID to develop and operate the Arena for 76ers home games and other events. The lease agreement between 76DevCo and PAID would contain home game commitments, design review, and other operating standards and requirements, including a community benefits agreement.

“No Build Scenario”

In the event the City does not approve the ordinances necessary for the project to proceed, the Greyhound Bus parcel could conceivably be developed for residential or other commercial purposes such as a hotel or office uses with existing zoning of CMX-5, allowing for 1600 Floor Area Ratio (FAR) and no height limit without pursuing a zoning variance. The Philadelphia City Planning Commission has put forth a possible “no build” scenario with square footage and other parameters outlined below:

- **Residential: 427,000 sf or 450 units**
- **Parking: 70,200 SF on two levels — 140 parking spaces**
- **A 39,000 SF one-story podium containing 10,000 SF of retail space along 10th Street, hotel and residential lobbies, a loading dock, and a covered drop off for hotel use**
- **Hotel: 108,000 SF or 240 rooms**
- **Residential: 427,500 SF or 450 units**



View of the pedestrian underpass of the Fashion District at the intersection of 10th and Market Streets, facing north, Source: Sojourner Consulting

Project Approvals

Multiple state and city entities are involved in the process of drafting legislation and other contractual documents that are required to move the Project forward if that is the decided course of action. These agencies include but are not limited to the Philadelphia City Planning Commission (PCPC), the Philadelphia Streets Department, the Philadelphia Department of Licenses and Inspections (L&I), PennDOT, and SEPTA. More information about the approvals processes is presented below.

A decision regarding the approval of the Arena has not been predetermined. The City will use information from this report, as well as information from other due diligence efforts, to support decision making related to the Project's approvals processes.



The PA Convention Center at the intersection of 12th and Arch Streets facing north

Source: City of Philadelphia

Local Ordinances

City Council is responsible for making a decision to introduce and pass/deny several local ordinances or bills related to the Project for legislative adoption. The bills needed in the approvals process include, but are not limited to, the following:

Zoning: up to two ordinances

- An overlay to require a Master Plan, permit the Arena's use, and apply specific parking requirements;
- Amendments to sign regulations applicable to the arena site, including but not limited to Section 14-906 Market Street East Sign Regulations and Section 14-502(7)(m) Sign Regulations for Market Street East Retail Area, North.

Streets: up to three ordinances

- Striking of Filbert Street;
- Encroachments to allow bollards in the public right-of-way (required for crash protection);
- Various encroachments to accommodate access to existing parking structures and vertical expansion of the existing Fashion District bridge over 10th Street.

Financial: up to two ordinances

- Scale the Tax Increment Financing (TIF) district back to remaining portions of the mall;
- Scale the Neighborhood Improvement District (NID) back to remaining portions of the mall.

Real Estate: up to four actions

- Accept property from the Philadelphia Authority for Industrial Development (PAID) and lease out all property related to the Arena to PAID, and further authorize PAID to enter into a sublease and development agreement with the 76ers;
- Transfer air rights over 10th Street Bridge (companion to Streets Ordinance);
- Accept additional space for SEPTA's Jefferson Station provided by the Sixers.

II. APPROACH



Approach

To identify and evaluate the impacts of the proposed Project on the community, the Consultant Team undertook the steps highlighted below.

This report does not discuss potential ways to mitigate negative impacts, nor does it make recommendations for how to structure a Community Benefits Agreement should the Arena be approved.



Art workshop at On Lok Senior Center in Chinatown, Source: Sojourner Consulting

Study Area Definition

The Consultant Team, in conjunction with the City, defined the Study Area or boundaries of the potentially impacted neighborhoods for analytical purposes (the Study Area). We also noted key physical assets and planning context in the community under this task.

Data Collection and Community Information

The Consultant Team used various sources and methods to collect data about the Study Area, including desktop research, focus groups, interviews, and surveys.

Systems Framework

The Consultant Team analyzed existing conditions and recent trends as well as impact evidence for the Project on Chinatown using a “systems” approach to understand the dynamics in Market East/Washington Square West. In both cases, interviews, focus groups, and research of benchmark projects as case studies assisted in determining the potential impact of the proposed Arena.



10th Street Plaza in Chinatown is located on top of the pedestrian bridge over the sub-grade Vine Street Expressway at the intersection of 10th and Vine Streets, Source: BJH Advisors

Study Area

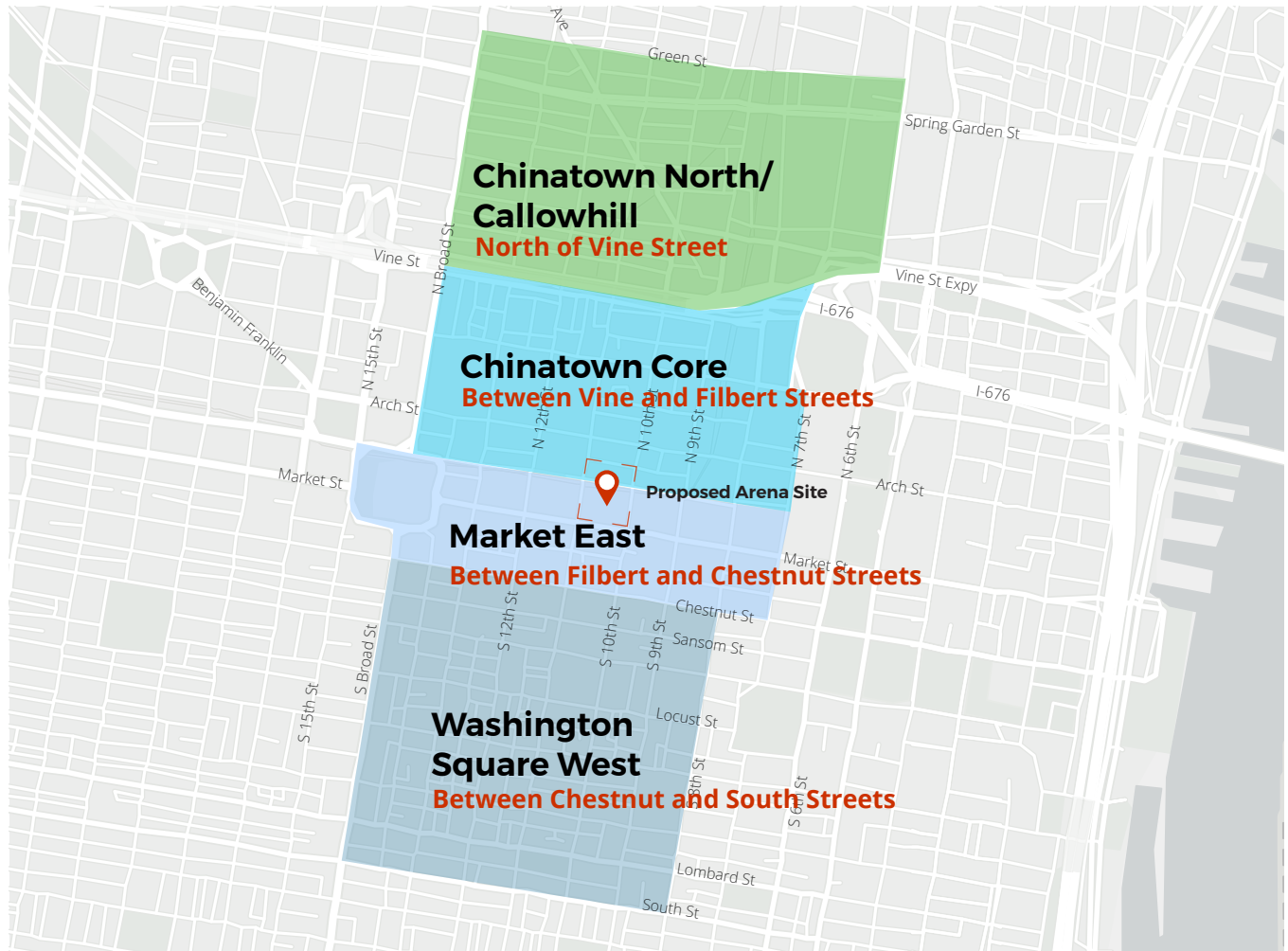
The Study Area consists of Census Tracts 376, 2, and 5. It is an area of approximately 374 acres bounded by Green Street to the north, N 6th Street to the east, Chestnut Street to the south, and N Broad Street to the west. The Study Area represents two distinct areas — Chinatown North/ Callowhill & Chinatown Core (Chinatown) and Market East.

In addition, the Consultant Team undertook data collection in the form of two focus groups and an interview in Washington Square West, an extended boundary directly south of the Study Area. The results are referenced throughout the impact analysis portion of the report.



Fashion District, Source: City of Philadelphia

Figure 3: Map of the Study Area Boundaries



Chinatown and Chinatown North/Callowhill



Far East Restaurant, Philadelphia's Chinatown at 9th and Race Streets, Source: Philadelphia Chinatown Development Corporation

Philadelphia's Chinatown, located in downtown Center City, is one of the oldest Chinatowns in the United States. The first Chinese laundry opened in 1870 at 913 Race Street.

History of Chinatown

According to the 1975 neighborhood plan for Chinatown, this section of the city was a part of what was known as the Tenderloin District, or the red light district. This area of the city was home to bars, gambling dens, and places of prostitution that existed alongside entertainment venues such as vaudeville theaters.

Beginning in the 19th century, across the country, Chinese immigrants worked low-wage jobs in industries such as agriculture and the transcontinental railroads. As non-Asian residents began to see them as labor competition, Chinese immigrants experienced xenophobia and racism. This sentiment was expressed through the passage of multiple federal policies throughout the late 19th century

and early 20th century that systematically limited the rights and movement of Chinese and Asian Americans across the United States. The federal policies included:

- **The Burlingame Treaty of 1868** — withheld the right of naturalization;
- **The Page Act of 1875** — formalized the exclusion of Chinese women except merchants' wives;
- **The Chinese Exclusion Act of 1882** — the first policy to restrict immigration by race; intended to drive out Chinese laborers;
- **The Immigration Act of 1924** — established national origin quotas for immigration that further restricted Chinese and Asian immigration.

These exclusionary policies contributed to the formation of Chinatowns across the United States. Early Chinatowns were considered 'bachelor societies,' because their residents were predominantly Chinese men, single or separated from their families who remained in China. Chinese women were not allowed to immigrate to the United States during this time, and Chinese immigrants were accepted mostly through their provision of low-wage labor. Chinatowns specifically were associated with gambling, gangs, vice, and disease, which further contributed to the segregation and isolation of Chinese Americans. The public, media, and politicians treated Chinatowns as slums, and they often did not receive services from the City or mainstream institutions. Despite negative perceptions and formal disinvestment of Chinatowns, they were also protective spaces

for the Chinese American community to provide resources and develop social relationships. Chinatowns were not only places where early Chinese immigrants lived, they were also spaces for Chinese individuals to create a local economy, establishing businesses to serve their own community as well as tourists. Ethnic-based organizations were also established for Chinese Americans to further build a sense of community, such as the Chinese Benevolent Association and multiple associations based on shared regional ancestry and surname. These associations continue to be present in Philadelphia's Chinatown today.

Changes in policy helped with the persistence and growth of urban Chinatowns, including Philadelphia's. The restrictive immigration policies were slowly replaced with policies that encouraged Chinese and Asian

immigration following World War II. The Chinese Exclusion Act was repealed in 1943. Immigration policies also encouraged family reunification, such as the War Brides Acts of 1945 and 1946, and most notably the 1965 Hart-Celler Act (Immigration and Nationality Act), which replaced the national origins quota and created hemispheric quotas instead. This act in particular led to an increase of Chinese and Asian immigration to the United States. More U.S.-born Asian Americans contributed to the growth of the Asian American population in subsequent decades. These policies also shifted Chinatowns from "bachelor societies" to predominantly immigrant family neighborhoods. The 1968 Fair Housing Act deemed residential segregation illegal leading to the growth in presence of Chinese and Asian Americans in suburban areas and other non-traditional immigrant gateways.



*Holy Redeemer Church & School before the construction of the Vine Street Expressway
Source: Philadelphia Chinatown Development Corporation*

Urban Renewal and Community Resilience

Successive waves of urban renewal, supported by the federal government, impacted Philadelphia's Chinatown from the 1960s through the 1990s. Urban renewal refers to the process of seizing private property for redevelopment. This policy often ignored the needs of existing communities, resulting in widespread displacement of low-income and minority residents, business closures, and destruction of historic properties, causing displacement and barriers to growth and connection.

The Vine Street Expressway, which was completed 1991, razed large portions of Chinatown for the construction of a cross-town connection. The proposal catalyzed the first organized response from the Chinatown community, which gained significant capacity to respond to proposed development and drive planning through successive responses to proposed projects. These organized groups were also

the same entities that developed important neighborhood assets such as the FACTS Charter School. The Vine Street Expressway proposal and these advocacy efforts led to the creation of the first neighborhood plan for Chinatown in 1975. This plan recognized the history of exclusionary policies that led to the creation of Chinatown and the neighborhood's continued importance to the city and the Chinese and Asian American community.

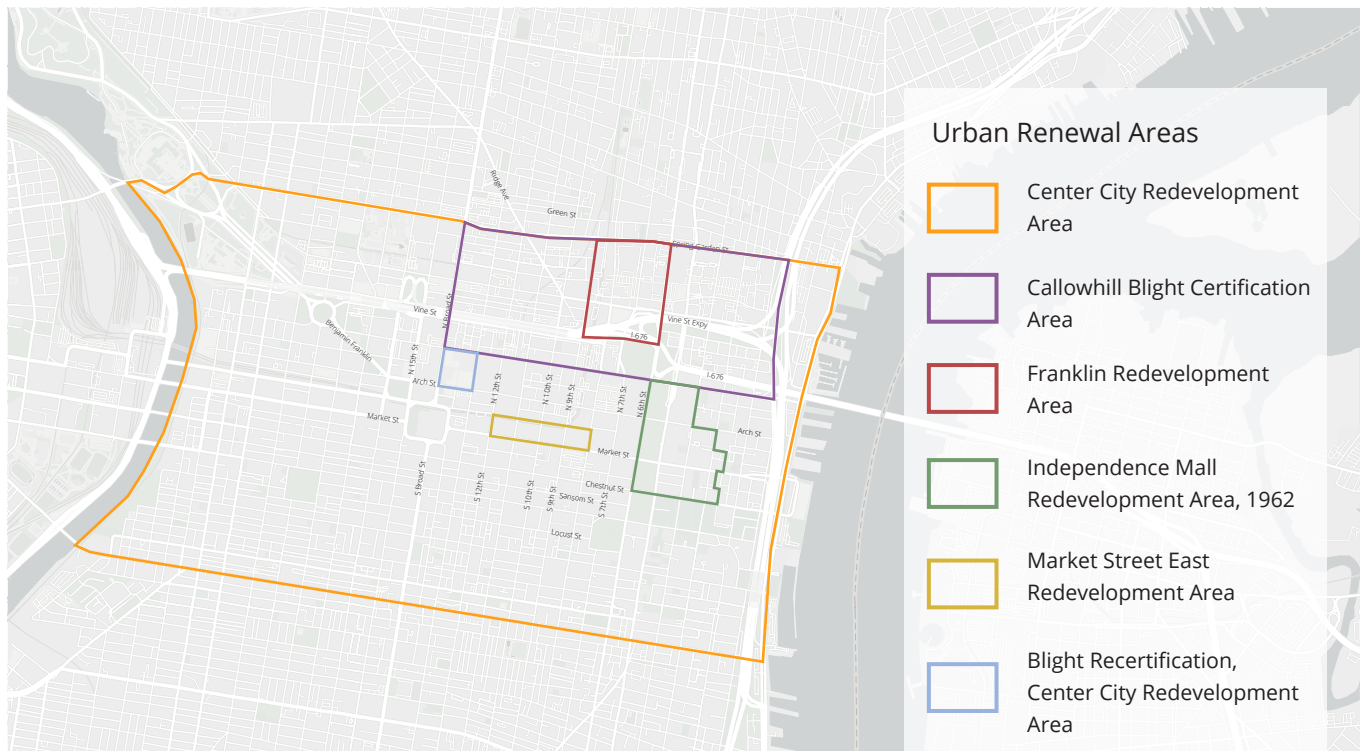
Construction of the Expressway was particularly impactful on the north side of Chinatown in the 1970s, where it razed "six blocks of single-room occupancies, rowhomes, and small industry, displacing over 600 residents," according to Vitiello and Blickenderfer's survey of Urban Renewal impacts on 15 Chinatowns in the United States and Canada. The construction of the Expressway also had a significant impact on the neighborhood's built environment, access

to community services, and ability to expand northwards, as acknowledged by the City of Philadelphia in its application for the U.S. Department of Transportation's Reconnecting Communities grant.

Despite the vision set out in the first neighborhood plan in 1975, Chinatown continued to face displacement pressures, especially through large-scale development projects. In 1993, the Pennsylvania Convention Center opened and displaced 200 homes and businesses between 11th, 13th, Arch, and Race Streets. The project leveraged access to transportation and transit and catalyzed the redevelopment of vacant historic buildings into hotels. An expansion project which extended the space to Broad Street was completed in 2011.

By the 1990s, major public projects and transportation infrastructure including the Vine Street Expressway, the Convention Center,

Figure 4: Urban Renewal Areas



Source: Philadelphia City Planning Commission

Gallery I and II (which are further described in the history of Market East), and a series of projects on the east side — including the former police headquarters building, infrastructure to support the I-95 highway interchanges, and access to the Benjamin Franklin Bridge — effectively walled off Chinatown. According to Vitiello and Blickenderfer's survey of Urban Renewal impacts on 15 Chinatowns in the United States and Canada, "by the end of the twentieth century [Philadelphia's Chinatown] was completely surrounded by projects that erased some 40 percent of its land and housing. Many people moved out, and

some immigrants settled in other cities given the enclave's uncertain fate in the postwar era." Vine Street, which bisected the area, imposed a barrier to development, preserving the industrial nature of Callowhill/Chinatown North.

Physically, the neighborhood's historic, mixed-use core was preserved, but Urban Renewal created a perimeter of large commercial and industrial uses. Despite these barriers in the built environment, Chinatown was able to successfully fight for and preserve its core character.

Present Day

Beginning in the 2000s, rising property values began to affect affordability for the working-class renter community. North of Vine Street, the redevelopment of industrial buildings gave rise to the Callowhill neighborhood. At the same time, Chinatown sought to expand northward and developed housing and community institutions in the same area, which they later named Chinatown North. Both Chinatown Core and Chinatown North continue to grow and develop in parallel.



Townhall meeting in Holy Redeemer Church & School to discuss a proposed federal detention center on 8th and Vine Streets in 1992, Source: Philadelphia Chinatown Development Corporation

Market East

Market East, roughly bounded by Filbert and Chestnut Street from City Hall to Independence Mall, offers easy highway and public transportation access, historic assets, ample retail, the hotel and Convention Center district, and the Reading Terminal Market.

Market Street was historically the main commercial corridor of Philadelphia and the primary east-west connection between City Hall and Independence Mall.

Through the years, retail and commercial activities along Market Street have been extremely diverse and have evolved over time.

In 1859, the High Street Market was demolished for the Pennsylvania Railroad's trolley lines. The company opened Market Street streetcar terminals at 8th and 11th Streets. By the end of the century, the street was a main artery for trolleys, horse-drawn carriages, pedestrians, and other forms of travel.

In the 19th century, department stores anchored the Market Street corridor. In 1876, clothier John Wanamaker opened his first department store at 13th and Market Street. This was followed by Lit Brothers at 7th and Market, Gimbel's at 9th and Market, and Strawbridge and Clothier at 8th and Market. After WWII, these offerings declined as many middle-class residents relocated to the suburbs, where retail and other businesses followed.

As part of the 1963 plan for Center City, the Gallery Mall was imagined as a new retail anchor to bring suburban residents back to the city to shop. The Gallery was planned alongside the Market East transit hub and it was developed along with a block of parking garages which encroached on the south side of Chinatown. In the process of implementing the Market Street East Redevelopment Area, the City consolidated small parcels of land into large parcels which stretched entire city blocks. While the Gallery did not achieve its initial goal as a destination for suburban shoppers, it became a successful retail destination for urban shoppers due to its transit-oriented location.

Urban Renewal efforts centralized various local and regional public transit and highway infrastructure and created unique access to Philadelphia's downtown. SEPTA's Center City Commuter Connection, which was completed in 1984, was a critical project that constructed tunnels to connect the regional rail lines which previously ended in two terminal stations, Reading Terminal and Suburban Station. As a result, it centralized transit services, improved the efficiency of the regional rail network by eliminating the need for transfers between stations, and enhanced access to downtown Philadelphia for commuters by creating direct routes for regional rail lines through Center City.



Strawbridge and Clothier, Market Street at 8th

Source: PhiladelphiaHistory.org, a project of the Philadelphia Department of Records

Urban Renewal shifted the trajectory of Market East toward large-scale commercial forms with implications for future planning and development.

The replacement of the historic mixed-use blocks with large

consolidated single-use projects created ongoing challenges for the pedestrian environment.

In the 2000s, the City and local stakeholders convened a planning process that identified goals to improve pedestrian connectivity

to surrounding neighborhoods, reactivate Market and 10th Streets as key travel and commercial corridors, and catalyze private development to fully maximize the City's investment in the neighborhood's unique transit access.



900 Blk. Filbert St. view west, 1952, Source: PhiladelphiaHistory.org, a project of the Philadelphia Department of Records

Washington Square West

Washington Square West is an eclectic, historic neighborhood located between Chestnut, South, 7th, and Broad Streets.

Washington Square West contains one of the original five squares in the city plan designed by William Penn. From 1704 to 1794, Washington Square was used as Potter's Field, a public burial ground for the poor, including many free and enslaved Blacks. It was also a gathering place for Blacks known as Congo Square before it was renamed for the first U.S. president.

Jeweler's Row

Jewelers' Row, which dates back to 1851, is the oldest diamond district in the country. The district is concentrated between 7th and 8th Streets and Chestnut and Walnut Streets. The area is home to over 300 retailers, wholesalers, and craftspeople, including many multi-generational businesses. Jewelers' Row, originally called Carstairs Row, was designed by builder and architect Thomas Carstairs between 1799 and 1820 for developer William Sansom. It helped to introduce the row house typology in the United States and was one of the first speculative housing developments.

Hospitals

The neighborhood has long been a center of health care and medical education. In 1751, Pennsylvania Hospital was founded as the nation's first hospital by Benjamin Franklin and Dr. Thomas Bond. In 1824, Dr. George McClellan founded Jefferson Medical College. Over the years, the college added the Jefferson College of Nursing, Jefferson College of Biomedical Sciences, Jefferson College of Health Professions, Jefferson College of Population Health, and Jefferson College of Pharmacy, collectively known as Thomas Jefferson University. In 2017, Thomas Jefferson University combined with Philadelphia University.

Gayborhood

The Gayborhood is a historic center for the LGBTQ+ community featuring William Way Center, a long-time community center, John C. Anderson Apartments, Philadelphia's only housing for LGBTQ+ seniors, and other key service providers.

The Gayborhood formed around clubs, bars, and restaurants near 13th and Locust Streets in the latter half of the 20th century as the LGBTQ+ community grew

after WWII. In the 1960s, following the redevelopment of Society Hill as part of Urban Renewal, the City purchased and demolished buildings in the Gayborhood. Due to lack of funds, some buildings were not redeveloped and fell into disrepair. By the 1980s, many sections of Locust Street had been redeveloped.

Further south of the Study Area, the former 7th Ward is a historic concentration of important Black

sites, including Mother Bethel African Methodist Episcopal Church. Development from the Delaware riverfront expanded west to this district and created the patchwork of streets and row home-style buildings which form the built environment today.



The north side of Sansom Street looking east from S. 8th Street in the Jewelers' Row district of Center City
Source: City of Philadelphia

Data Collection

The Consultant Team sought to collect information on the six analytical areas. In Chinatown, the Consultant Team looked at how changes to these areas would impact core system goals. The Consultant Team developed a mixed-methods data collection plan, which included desktop, quantitative, and qualitative research to gather information about these areas. A mixed-methods approach with emphasis on direct data collection enabled the Team to capture the experiences and perspectives of diverse community stakeholders and a more holistic understanding of the Study Area.

Desktop and quantitative research provided context on land use, transportation, sociodemographic, and economic characteristics and trends in the Study Area. Qualitative research captured narratives, stories, and direct insights from different community stakeholders about their lived experiences across all these areas.



View of 10th Street corridor in Chinatown facing south. A fire truck is pulling out of the local station in the background, Source: Sojourner Consulting

Table 2: Community Impact Assessment Methodology Chart

	Framework Design	TIS Summary	Benchmark Analysis	Analytical Areas					
				Socio-demographics	Labor/ Business	Culture/ Services	Safety/ Pedestrian Environment	Transportation	Construction
STUDY AREA	Technical Report Review	•	•					•	•
	Desktop Research		•	•	•	•	•	•	
	Interviews	•	•	•	•	•	•	•	•
	Focus Groups	•		•	•	•	•	•	•
CHINATOWN	Surveys								
	- Travel					•	•	•	•
	- Business Owner					•	•	•	•
	- Intercept				•	•	•	•	•
	Tax Analysis				•	•			
	Small Business Inventory					•			•
	Property Inventory				•	•	•		
	Planning Literature Review	•			•	•	•	•	•
Urban Renewal Literature Review	•					•		•	



Art workshop at On Lok Senior Center in Chinatown, Source: Sojourner Consulting

This mixed-method approach created a more holistic understanding of the local context and potential impact. In Chinatown, subject matter experts on the Consultant Team had existing working relations with the Chinatown community as well as expertise about urban Chinatowns in the United States, economic development issues specific to immigrant small businesses, and cultural planning. They developed data collection tools tailored for the community and conducted primary data collection with stakeholders who may have been typically difficult to reach.

The desktop research relied on both public and proprietary data sources from the Decennial Census, American Community Survey, Bureau of Labor Statistics, Costar, and Lightcast.

In addition, the City of Philadelphia provided the Consultant Team with information from its open data sources on crime statistics and property tax data. For the benchmark analysis, BJH relied on environmental impact analyses prepared by various consultants at the time of each arena’s approvals processes.

The impact analysis prepared by AKRF is based on environmental impact review methodologies, including those for projects under the National Environmental Policy Act and New York City Environmental Quality Review.

Sojourner’s primary data collection occurred from September to October 2023 and included focus groups, interviews, and in Chinatown, three types of surveys (travel surveys, street intercept surveys, and small

business surveys), business inventory, property tax analysis, and a historical literature review. In total, Sojourner conducted:

- 19 focus groups with 134 participants;
- 28 interviews with Market East stakeholders, Chinatown property owners, and Chinatown LEP residents
- 376 surveys (36 travel surveys from focus group participants, 280 street-intercept surveys, and 60 small business surveys).

Focus groups and interviews were conducted in English, Chinese (Mandarin and Cantonese dialects), and Spanish. Surveys were conducted in English and Chinese.

Focus Groups and Interviews

The qualitative data collection included focus groups and interviews in the Study Area and aimed to collect narratives, stories, and lived experiences from different community stakeholders. For focus groups, The Consultant Team used a purposive and stratified sampling strategy. Stratified sampling involves separating the community stakeholders into key groups and recruiting individuals from each group to ensure that they are all represented in the data collection. Purposive sampling involves intentionally choosing individuals within those groups based on specific characteristics that would provide desired knowledge and expertise about the Study Area (e.g. leader in a community-based organization or long-time immigrant business owner in Chinatown). In the majority of the focus groups, participants were asked about

- Current neighborhood trends and changes over the past 10 years that were either beneficial or threatening to the community and how participants had been personally affected by them.
- The impact of past large-scale developments
- The impact of the proposed arena project based on a defined set of assumptions
- In Chinatown, perceptions of interdependency, and the significance of Chinatown.

In Chinatown, Sojourner conducted two topical focus groups on transportation and Chinatown's function as a cultural center. Additionally, Sojourner conducted a focus group with representatives from other Chinatowns and historic Asian American neighborhoods in the United States to provide a global perspective about current



Outdoor Market on Cherry Street, Source: City of Philadelphia

trends and concerns facing these neighborhoods. Sojourner also sought to understand the process of gentrification and displacement in each community, including tipping points, property owner characteristics, and the role of Urban Renewal.

In Washington Square West, Sojourner conducted two focus groups: one with small business owners in Midtown Village, a sub-area of Washington Square West, and one with residents of Washington Square West.

Sojourner also conducted interviews with Chinatown commercial property owners to provide perspectives regarding individual land use decisions and how cultural factors in those decisions may play a role in the preservation of community cultural identity. Sojourner used purposive sampling, targeting specific property owners for insight into these areas. Sojourner asked a series of questions about how individuals came to own properties, decisions surrounding tenant selections, the setting of rental and other tenant fees, property rehabilitation, property disposition, and advertisement

of sale. Sojourner also sought to understand the cultural context of these decisions and how individuals may share benefits or responsibilities for property management with family members or friends.

In Market East, Sojourner conducted a series of interviews with representatives from large institutions and major property owners. In Washington Square West, Sojourner also conducted an interview with the local civic association.

Focus group data was transcribed, translated (if needed), and coded. Sojourner used the systems framework to develop a codebook that contained three groups of codes: current and future trends, core neighborhood elements (e.g. businesses, community organizations, public safety, etc.), and stakeholder groups that might be particularly vulnerable to changes in the system (e.g. seniors, people with limited English proficiency, etc.). These codes supported an analysis to identify patterns and central themes with a focus on trends and interconnectedness between core neighborhood elements.

Chinatown Surveys, Inventories, and Literature Review

The surveys sought to document and understand how stakeholders utilize sites and resources in the Study Area, their perceptions concerning ongoing change, their needs and relationships to neighborhood identity, their travel behaviors, and reasons for being in the community.



Street intercept survey

The street intercept survey aimed to target a wide range of community stakeholders that included non-residents. Street intercept surveys have shown to be effective in having a higher response rate and capturing data from urban immigrant communities. For distribution, the Consultant Team deliberately chose key sites and time intervals that the subject matter experts identified as having high rates of activity within Chinatown. Street intercept surveys were physically distributed at three key intersections across four different time periods representing peak times. In addition, survey links were also distributed in person for stakeholders who preferred to fill out surveys online rather than in person. At these sites, the Consultant Team approached every person possible to ensure a representative sample of the individuals. While the street intercept survey results may be limited in statistical significance when generalized to the larger Study Area population, they provide important descriptive information about travel and user behaviors among stakeholders who may otherwise not have been captured in traditional population surveys.

Small business surveys

Small business surveys were distributed to small business owners. These surveys collected data on business background, customer profiles, customer travel behaviors, business models, operations, and perceptions of changes/threats to their businesses. The Consultant Team used stratified sampling for the small business surveys and aimed to capture the different types of small businesses throughout the Study Area. These categories were determined by the subject matter experts to ensure that they accurately captured the types of businesses in low-income immigrant communities. For example, restaurants, bakeries, and personal services are a defining part of the business environment of Chinatown. These surveys were conducted in person, but survey links were also distributed for those who preferred to fill out surveys online.

Travel surveys

Travel surveys were distributed to focus group participants to identify travel patterns and behaviors for groups of stakeholders. The Consultant Team also used a stratified sampling strategy, which is aligned with the sampling strategy used for the focus groups.

Property inventory and property tax analysis

Urban Partners conducted a property inventory to catalog every property and business in the Chinatown Core neighborhood. This involved a field inventory that recorded names on signage and other business tenant characteristics visible from the street. To capture trends in Chinatown's land use and business development, the Consultant Team compared this new dataset with the results of a partial business inventory conducted for Chinatown Core in 2014 by the Philadelphia Chinatown Development Corporation. The Consultant Team reviewed publicly available information to develop a database of property owner characteristics.

Urban Partners also analyzed property tax impacts for every real estate property in Chinatown. The Consultant Team reviewed data provided by the City of Philadelphia to assess aggregate trends for property types.

Urban Renewal and large-scale development literature review

Finally, through a literature review, Urban Partners and Sojourner documented large-scale infrastructure and development projects, that impact the Study Area, including Urban Renewal and blight certification areas. The Consultant Team sought to identify patterns and connections in this history.

Intersections surveyed: 11th and Arch Streets, 10th and Vine Streets, 9th and Race Streets. Days/times surveyed: Wed, Sept 20, 9 a.m. -12 p.m., Sun, Sept 17, 12-3 p.m., Fri, Sept 15, 5-8 p.m., Sat, Sept 30 (Mid-Autumn Festival), 12-3 p.m.

Systems Approach

Analytical Areas

The Consultant Team identified six analytical areas for both existing conditions and impact analysis in the Study Area. The Consultant Team referenced New York City's Environmental Quality Review (CEQR) manual and the United Nations Educational, Scientific and Cultural Organization (UNESCO) guide on the preservation of intangible cultural heritage in considering potential impacts.

- 1 Sociodemographics
- 2 Labor Market and Business Environment
- 3 Cultural Assets and Community Services
- 4 Safety and Pedestrian Environment
- 5 Transportation, Traffic and Parking
- 6 Construction



View of mural on the side of a building near the corner of 11th and Spring Streets, facing north
Source: BJH Advisors

What is a Systems Approach?

The Team chose a systems approach as the overarching framework and methodology for understanding the existing conditions and trends in the Chinatown portion of the Study Area and to assess how the Project could impact the Chinatown neighborhood ecosystem. For the Market East part of the Study Area and adjacent Washington Square West, the Consultant Team focused on capturing current trends and existing conditions through traditional methods of desktop research and limited stakeholder focus groups and interviews.

A system is a group of interrelated elements which work together towards a common purpose. In contrast to a collection, a system creates an effect which is greater than the sum of its parts. For example, while the components of a toolkit may be individually substituted or re-ordered without consequence, the elements of the human body or the climate system relate to each other in complex and dynamic ways. Systems thinking is a school of thought that seeks to identify and understand a system, predict the behaviors of a system, and devise or understand modifications to produce desired outcomes. Systems thinking is applied in fields ranging from climate sustainability to public health.

To analyze a system, this study will identify (1) the purpose or goals of the system, (2) the elements of the system, and (3) the interconnections and dynamics of interaction among elements in the system. In other words, a systems approach is focused not only on the analysis of individual parts but on their

synthesis and the outcome. It is concerned with how individual components influence each other and shape the system's outcomes.

At a community level, a systems approach provides a holistic assessment of how a place functions and changes as well as how those dynamics impact community stakeholders. It identifies patterns and

relationships to provide insights into the underlying reasons and processes, or the "why and how," of how a community functions and changes. Finally, it helps identify important areas in which disruption may result in system-wide changes.



View of the 10th Street Plaza on the west side of the pedestrian bridge over Vine Street Expressway at the intersection of 10th and Vine Streets in Chinatown, Source: City of Philadelphia

Why Use a Systems Approach?

Chinatown is particularly suited to a systems approach for several reasons. First, Philadelphia's Chinatown has a distinct residential, commercial, institutional built environment and character grounded in its own place, history, and culture. Second, the Chinatown community views itself as a set of connected networks in which the different neighborhood aspects facilitate the maintenance and building of relationships and community. Finally, a systems approach requires a deep understanding of the subject. As a historic community, Chinatown is well-researched and has a rich tradition of planning for itself.

The Consultant Team included perspectives from subject matter experts in cultural planning, small businesses, community-based primary data collection, and planning and development impacts in Philadelphia's and other historic Chinatowns.



"It's an intact ecosystem, and that, frankly, is just very rare. And growing increasingly rare, like if you see what happened to places like Washington, D.C... [places that] cater to a living, active community, not just the facsimile of one."

Interview with National Trust for Historic Preservation

Philadelphia Chinatown's System Goals

Through the focus groups and interviews, the Consultant Team distilled the goals of the Chinatown system.

These goals helped identify and assess the elements of the system, which became the basis of the key analytical areas of the impact analysis mentioned above. Once the Consultant Team identified and analyzed existing conditions within each analytical area, the Consultant Team assessed the potential Project impacts based on findings from focus groups, surveys, and stakeholder interviews. The Consultant Team defined positive impacts as benefits that would help or have a neutral impact on Chinatown's system goals.

The Consultant Team defined negative impacts as any perceived displacement of people, businesses, or cultural assets and processes that would threaten the viability of the system goals.



Gim Sam Plaza (Gold Mountain), a mixed-use project in Chinatown on 9th and Race Streets developed by the local CDC, Source: BJH Advisors

CHINATOWN SYSTEM GOALS

- 1 To be a complete, mixed-use (residential and business) community.
- 2 To be a center of Asian culture.
- 3 To be an intergenerational place.
- 4 To be a place of opportunity for low-income, limited English proficient immigrants.

Systems Relationships and Tipping Points

Imagine a game of Jenga where a player removes a block at a time and place it on top of a tower. At some point, removing a specific block causes the rest of the tower to collapse. Similarly, in a systems analysis, crossing a threshold or “tipping point” creates cascading effects which lead to extensive system changes.

A tipping point is a critical point in a system that leads to widespread changes from which it becomes extremely difficult, if not impossible, to go back to the previous system. Because the elements of the system are highly interconnected, tipping points can reveal where aspects of the system are mutually reinforcing and also how positive and negative changes filter through the whole system.

The Consulting Team identified certain analytical areas as “tipping point elements,” because of their importance to the system goals. A small impact on these areas can create interactions between other elements and cause cascading effects leading to large-scale changes in the system before it settles into a new, stable state. They are not necessarily the elements that have the most vulnerability, but rather the elements that present the most vulnerability to the overall system.*

*In a systems analysis, “tipping point thresholds,” which are specific points or ranges, are sometimes identified for the system as well as for elements. Tipping point thresholds can be difficult to identify and are sometimes identified only after they have occurred. Due to the high number of variables and the Consultant Team did not develop quantitative thresholds.

“I think our institution, I’m guessing like many others here, [is] dependent on the ecosystem of Chinatown in order to exist. And so without the full ecosystem, [what] we fear is, the first card to fall is likely to be the businesses, right? And once the businesses start falling, then that’s the employment for the people. And then that’s the services. And that’s the uniqueness. And so it’s hard to talk about like this in terms of just parking for us, because that’s not what it’s about.”

*(Community Based Organization
Focus Group - English)*



Chung May Food Market, a long-time small Asian grocery store in Chinatown located at 1017 Race Street, Source: Sojourner Consulting

Which Analytical Areas are “Tipping Point Elements”?

The Consulting Team used the following criteria:

1. The number and level of interdependencies with other systems elements,
2. Historical state and current significance to the system,
3. Significance to the four core system goals of Chinatown,
4. Ability to conduct a reasonably isolated and meaningful analysis of the element, and
5. Clear causal connection to direct impact from the Project.

The first three criteria were informed by an analysis of the community data.

Table 3 below illustrates a summary of the assessment for each analytical area against the criteria. Based on the criteria, the Consulting Team identified two tipping point elements for consideration in understanding impact: labor market and business environment, and transportation traffic, and parking.

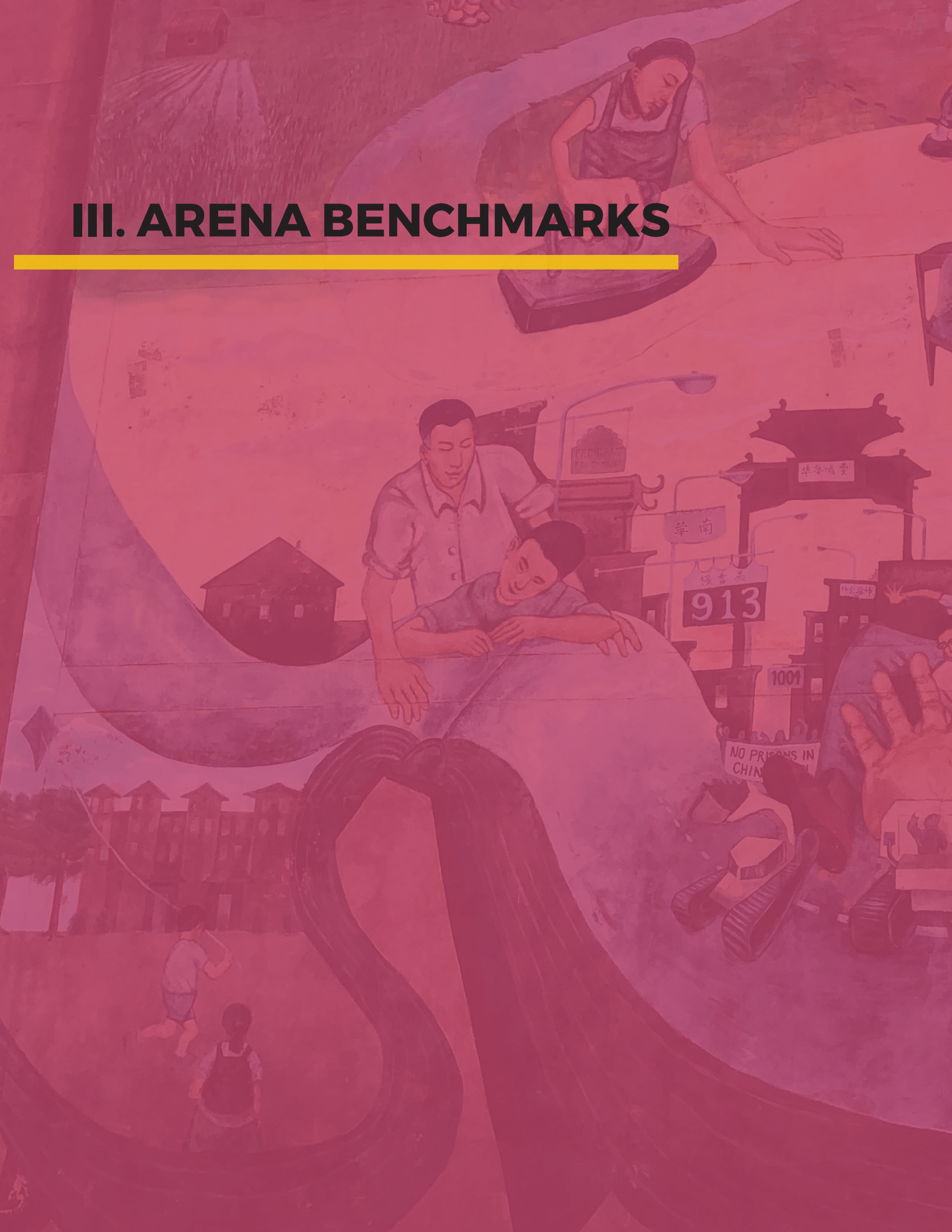
The Consulting Team conducted additional analyses in these areas which can be found in the relevant sections of this report. The Consulting Team also further examine the relationships between these and the other analytical areas in the System Dynamics and Tipping Points section.

Table 3: Tipping Point Element Criteria

Area meets all criteria

Analytical Areas	Criteria 1: Interdependencies	Criteria 2: Historical Significance	Criteria 3: Significance to core goals	Criteria 4: Isolated and meaningful analysis	Criteria 5: Causality established
Socio-demographics (residential displacement)	Low volume but noted as very significant	Historically significant but has shrunk over time as other elements have grown; recent destabilization	Critical to all goals	No - difficult to distinguish between current trendline and project impact	No - due to lack of ability to isolate impacts in analysis
Labor market and business environment	High volume, noted as very significant	Historically significant and has recently increased; recent destabilization	Critical to all goals	Yes	Yes
Cultural assets and community services	Moderate volume, noted as very significant	Historically significant and has recently increased	Critical to all goals	No - not feasible in this project due to resources required	Possibly - may be determined in additional analysis
Safety and pedestrian environment	High volume, noted as very significant	Historically and currently significant; recent destabilization	Critical to all goals	No - more data needed; high level of subjectivity	No - more data needed; high level of subjectivity
Transportation, traffic, and parking	Highest volume of all elements, noted as very significant	Historically and currently significant; recent destabilization	Critical to all goals	Yes	Yes
Construction	N/A	N/A	N/A	No - not feasible in this project	Yes

III. ARENA BENCHMARKS



Arena Benchmarks

The Consultant Team researched three basketball arenas to understand the potential impacts of these projects on their surrounding neighborhoods and communities: Barclays Center (Barclays) in Brooklyn, New York; Golden 1 Center (Golden 1) in Sacramento, California; and Capital One Arena (Capital One) in Washington, D.C. The Consultant Team selected these arenas because they are all enclosed arenas hosting professional basketball and other events year-round, located in downtown neighborhoods proximate to Chinatowns and/or other cultural assets.

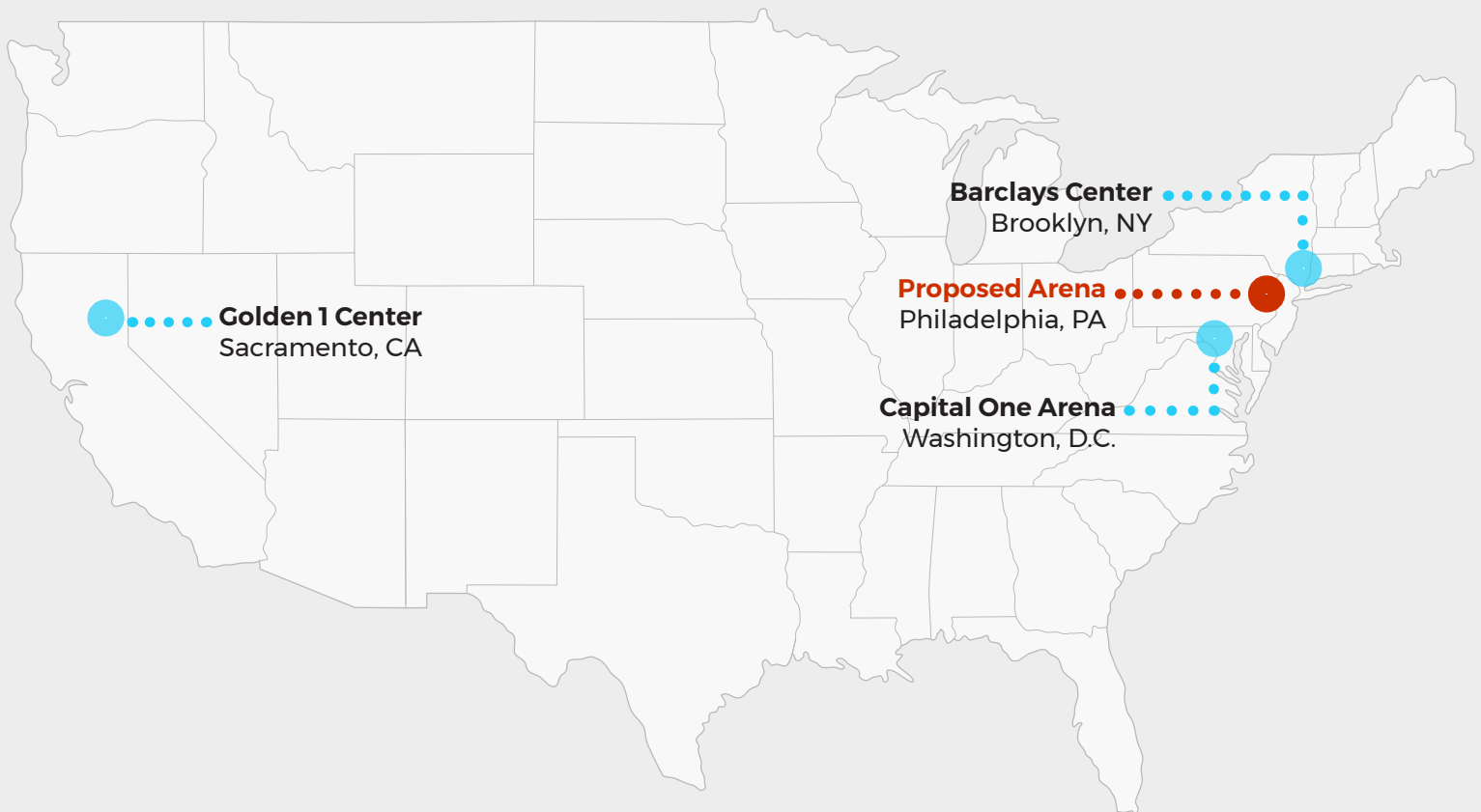
For each case study, the Team summarized the temporary and permanent impacts assessed by each project's Environmental Impact Statement (EIS). Additionally, the Team spoke with planning professionals in each case study jurisdiction to understand their perspectives on the arena planning process

and post-construction outcomes. The Consultant Team also summarized demographic and socioeconomic data pre- and post-project construction in a half-mile study area around each project site to illustrate how the arena project may have impacted trends in the area.

Overall, the case study research was inconclusive in terms of what might happen in Philadelphia. While there are commonalities across the benchmarks, it is important to understand that the three arena case studies have different relationships to their surrounding communities and local Chinatowns. The areas have different densities and demographic makeups. Each of the benchmark arena projects were initiated in different ways, in some cases as part of a comprehensive public planning process and in others by private parties.

Philadelphia and the benchmark jurisdictions differ in that the benchmark sites had either experienced disinvestment or were part of a larger master planning process.

Figure 5: Map of Arena Benchmark Locations



The EISs of the case studies generally found that the arenas would be compatible with their development areas and help to achieve the desired buildout in revitalization districts by providing direct investment and physical improvements in an accelerated time frame. There would be positive impacts on vacant sites and a generation of demand for complementary commercial uses. These would create many

jobs, but in some cases force the closure or repositioning of existing retailers in the area. The benchmark EISs did not treat the impact on existing retail as a fatal flaw in any of the projects.

It is difficult to extrapolate from these examples what may happen if the Arena is built adjacent to Philadelphia's Chinatown. The Philadelphia site is part of an existing tight-knit and functioning

urban fabric and local economy. Some key themes relevant to Philadelphia did surface, including traffic and noise impacts anticipated by the EISs, all of which are reviewed in more detail below.



Barclays Center in Brooklyn, Source: Shop Architects

Community Context

The benchmark arena sites (the footprint of the arenas and adjacent entry plazas themselves, not including the surrounding community or neighborhood areas) are all fairly similar in size, approximately four to five acres spanning one to two city

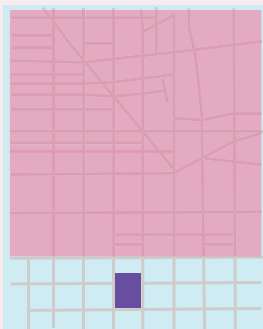
blocks. However, the study areas used in the EISs are different in size; Golden 1 is the largest at 528 acres and Capital One is the smallest at 10 acres. Golden 1 considered all of downtown Sacramento, Barclays considered

(primarily Prospect Heights), and Capital One considered Washington, D.C.'s Chinatown neighborhood. In addition, BJH analyzed socio-demographic data in a half-mile radius around each arena as approximated by census tracts.

Benchmark Arena Comparison Diagram*

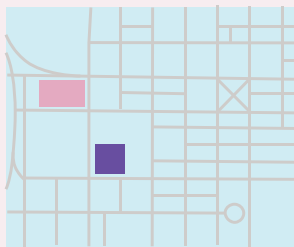
Philadelphia, PA

proposed opening in 2031
 Arena: 4 acres
 Chinatown: 268 acres
 Study area**: 374 acres



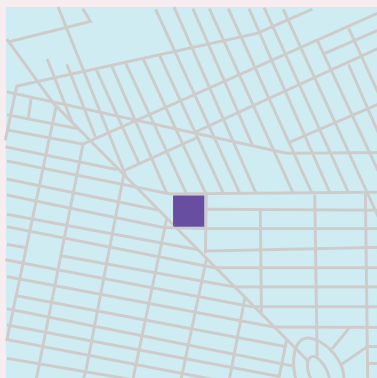
Sacramento, CA

opened in 2016
 Arena: 5 acres
 Chinatown: 7 acres
 Study area: 410 acres



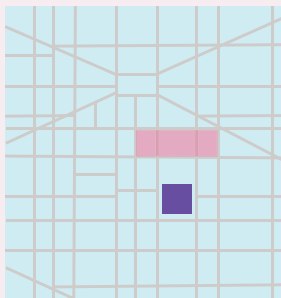
Brooklyn, NY

opened in 2012
 Arena: 5 acres
 Study area: 812 acres



Washington, D.C.

opened in 1997
 Arena: 4 acres
 Chinatown: 10 acres
 Study area: 385 acres



Legend

- Arena
- Chinatown
- Study area

The diagram to the left demonstrates the proximity and scale of each relevant Chinatown to its arena project and the study area used for sociodemographic analysis. While each arena was immediately adjacent to its Chinatown (with the exception of Barclays), the Philadelphia Chinatown is more than 25 times larger in terms of area than the Washington, D.C. or Sacramento Chinatowns.

In terms of population densities, the Brooklyn study area was by far the densest, with approximately 66,000 people per square mile at the time of construction. The Washington, D.C. and Sacramento study areas were similar in density with approximately 5,500 and 6,000 people per square mile respectively at the time of arena construction. Philadelphia lands between these case studies, with approximately 17,000 people per square mile in its study area.

* Street grids are approximate

**The study area approximates a half-mile radius study areas typically used in an EIS. These study areas were used to determine demographic information for each case study.

Sociodemographics

Each of these benchmarks' study areas experienced increased population growth in the neighborhoods surrounding the arenas in the time period after the arena was built. In terms of minority population changes, in Brooklyn, the non-white population was declining in the two years prior to the arena being built, and declined at a less rapid pace after it opened. In the years preceding the construction of the Barclays Center, the surrounding Brooklyn community was already experiencing extensive changes; the 2004 rezoning of Downtown Brooklyn, located just north of the Barclays study area, led to substantial residential property development and the

construction of approximately 14,000 new housing units in the area, contributing markedly to demographic shifts in the community. In Sacramento, the non-white population was growing in the years prior to the arena being built, and grew at a less rapid pace after it opened. In Washington, D.C., the non-white population was decreasing slightly in the years prior to the arena's construction and grew slowly after it opened.

Median household income (MHI) was increasing in Brooklyn prior to the arena and increased at a faster rate after completion; MHI was also increasing in Sacramento prior to the arena, but increased

at a slower rate after completion. Median home values in both Brooklyn and Sacramento were decreasing prior to the arena's construction and increased post-arena. This data was not available in Washington, D.C. due to limitations in the 2020 census.

However, the time periods of these arena case studies coincide with larger trends of re-urbanization across many downtown areas in the U.S. It is difficult to disentangle which trends may have been intensified by the arena and which may have occurred regardless.



Chinatown D.C. circa 1992, Source: Library of Congress

WHAT HAS HAPPENED AFTER CONSTRUCTION?

Post-arena sociodemographic trends are summarized in the callout boxes for each arena benchmark, but to capture qualitative on-the-ground conditions, the Consultant Team discussed the development process with local planners and summarized national news sources on changes in the neighborhoods surrounding the arenas since they were completed. In these background conversations with planning professionals, many felt like the worst fears associated with the arena development did not materialize and the use blended into its location after several years. The following summaries of news articles and their conclusions should not be conflated with the findings of this report.

As Barclays Center turns 10, a look at a neighborhood reinvented
Crain's, November 3rd, 2022

The Barclays Center, which opened Sept. 21, 2012, is 10 years old. Its initial vision has not quite been fully realized on some of the blocks surrounding the arena, which is wedged at the corner of Atlantic and Flatbush avenues. Indeed, only about half of the mixed-use megaproject around it, Pacific Park, for which the arena was to serve as an anchor, has been built. On the other hand, one doesn't have to look far to find dramatic examples of changes that did occur, including soaring apartment towers, trendy restaurants and new public spaces.

"There was a fear that Barclays would bleed over into the brownstone neighborhoods and take them over, like what's happened around Madison Square Garden," said Chris DeCrosta, the founding principal of GoodSpace, a retail-focused real estate brokerage, and a local resident. "I'm pleasantly surprised by how well it has blended in."

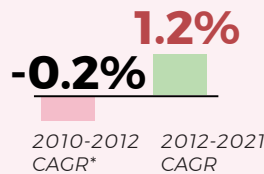
Barclays



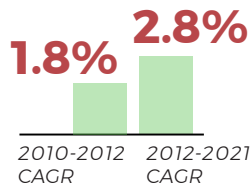
POPULATION

73,436 in 2021

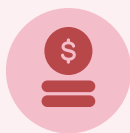
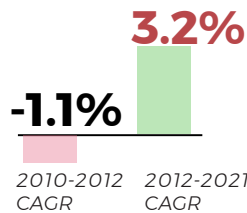
66,308 in 2010 &
66,051 in 2012



Population - White Alone



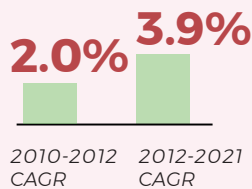
Population - Asian Alone



MEDIAN HOUSEHOLD INCOME

\$130,936 in 2021

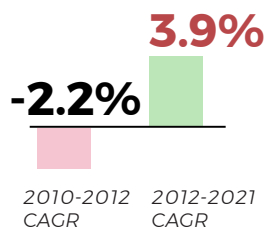
\$88,964 in 2010 &
\$92,595 in 2012



MEDIAN HOME VALUE

\$1,239,650 in 2021

\$915,622 in 2010 &
\$876,628 in 2012



*Compound Annual Growth Rate (CAGR)

The Barclays Effect

POLITICO, December 3rd, 2014

More than two years after the Barclays Center opened, the neighborhood has undergone a transformation. Before Barclays, more of the shops in the area sold stuff—clothes or furniture or the like. These weren't the sort of businesses that did well in the Barclays era. On the other hand, the arena employs nearly 2,000 people; approximately 1,600 of them live in Brooklyn, and one-third live in NYCHA (New York City Housing Authority) developments. The area is still dense and vibrant. There are still old buildings. But in addition to a place where people live, it's now also a place where people go out. It's not just Barclays that's driving this, it's a whole downtown Fort Greene entertainment district that also includes multiple theaters and other cultural assets.

*Is D.C.'s Chinatown a Chinatown in name only?
WAMU, June 9th, 2022*

If you want to see Dua Lipa perform, eat a chopped salad at a fast casual cafe, or wait in line for ramen at a restaurant blasting hip hop, Chinatown's your neighborhood. But, if you want to get a whole fish scaled and gutted, host an eight-course Chinese banquet, or gather a group to practice tai chi in the park, many of D.C.'s Chinese residents will point you to D.C.'s greater suburbs in Maryland or Virginia.

D.C.'s Chinatown was a tight-knit community. So, why doesn't the neighborhood feel that way now? The construction of the [then] MCI Center required the removal of many of the city's Chinese residents. D.C. seized the land around Chinatown via eminent domain and leased it to Irene and Abe Pollin...In some ways, the city's purchase of Chinatown properties did benefit Chinese residents in addition to the city overall. Some Chinatown property owners made enough from the sale of their land to move out to the suburbs - areas like Rockville and Wheaton, which are now regional destinations when it comes to Chinese food and business. Others saw their nearby properties increase in value after the arena attracted further development... While the demographics of the area were already shifting pre-arena, Chinese residents who didn't own property were priced out of their longtime neighborhood.

*Capital One Arena Forever Changed Chinatown. Can It Reverse Downtown's Post-Pandemic Slump?
DCist, November 30th 2023*

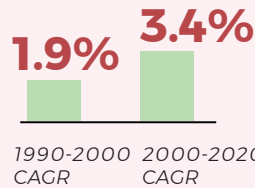
On December 2, 1997, 26 years ago this week, the MCI Center opened at the corner of F and 6th Streets Northwest in the District's Chinatown neighborhood. City officials celebrated, hoping the arena would be a catalyst for revitalizing the area. Now called Capital One, the venue drew thousands of fans to the neighborhood to watch basketball, hockey, and concerts. New restaurants and shops opened as the area rapidly gentrified, displacing much of the Chinese community that had once thrived there.

Chinatown is at another crossroads. Downtown businesses are struggling to bounce back post-pandemic, with fewer people going into the office and many concerned about increasing crime. City officials hope they can turn the trend around, and they see the Capital One Arena as once again key to reviving the area. That's why the District appears poised to spend hundreds of millions of dollars to help Monumental Sports & Entertainment, owners of the Wizards and the Capitals, renovate the complex. D.C. Mayor Muriel Bowser has signaled a deal with Monumental is a priority, providing a joint statement to DCist reading in part, "[they are] proud to have had a longstanding and positive relationship that has contributed greatly to the vibrancy of this city," and the District "recognizes that Capital One Arena serves as an important economic anchor" for downtown.

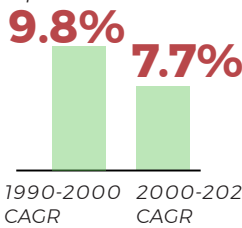
Capital One



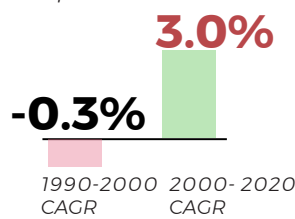
POPULATION
6,434 in 2020
2,743 in 1990 &
3,326 in 2000



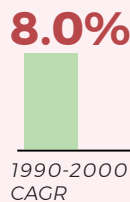
Population - White Alone



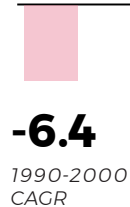
Population - Asian Alone



MEDIAN HOUSEHOLD INCOME in 2020
\$47,691 in 2020
\$22,180 in 1990



MEDIAN HOME VALUE
\$471,093 in 2000
\$909,000 in 1990





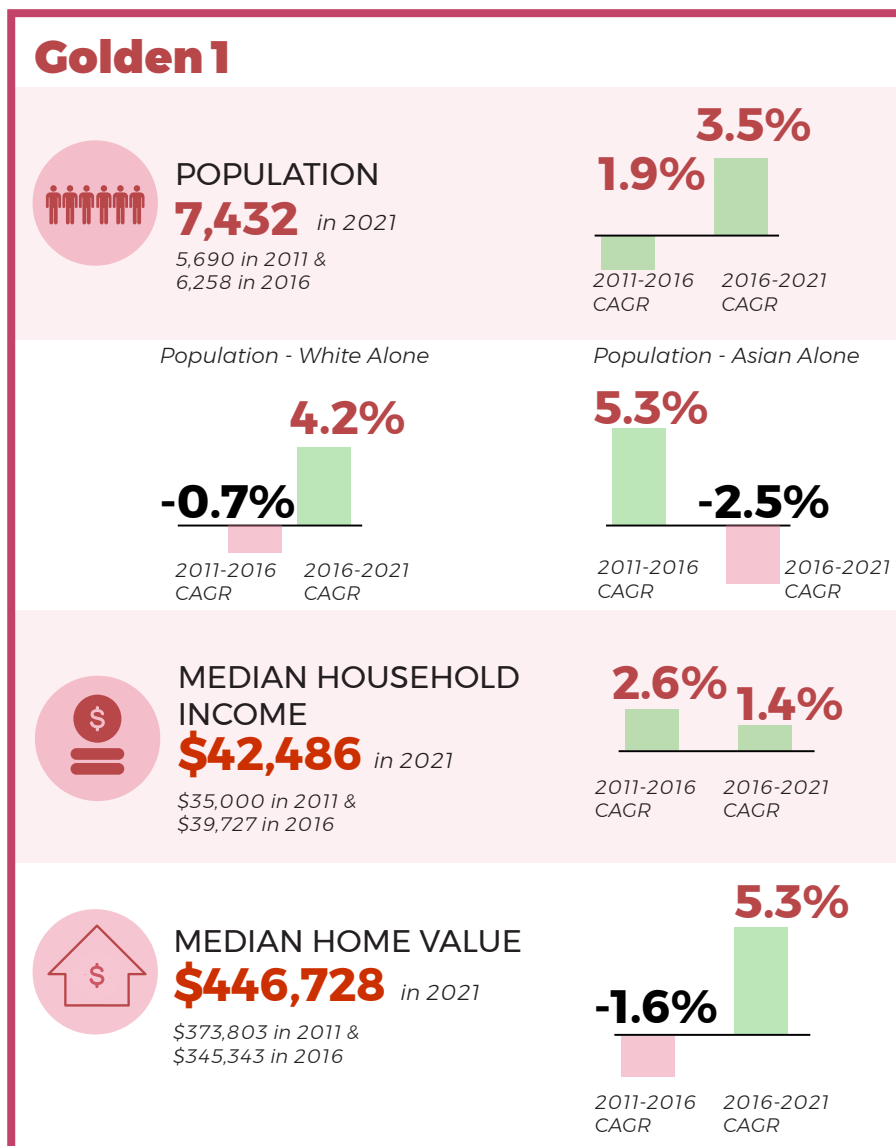
Golden 1 Arena, Source: Brian Libby Wikimedia Commons

**After 5 Years, Golden 1 Center Impact Fuels Downtown Momentum
Downtown Sacramento Partnership, October 21, 2021**

Golden 1 Center is rapidly changing the landscape of downtown Sacramento, spurring unprecedented change and injecting new life in the surrounding area. Since the arena broke ground in 2014, projects in Downtown, Midtown and West Sacramento totaling nearly \$6.7 billion have grown the region's urban core and continue to fuel its economy and quality of life. As the arena celebrates its fifth anniversary, Downtown Sacramento Partnership provides a snapshot of the economic activity and impact of the arena.

Golden 1 Center has been the center of downtown's revitalization with 41 properties and nearly 5.4 million square feet of space changing hands since opening five years ago. Additionally, in the last five years:

- Property sales have totaled nearly \$1.5 billion.
- 150 new ground-floor retail businesses have opened, 36 within DOCO (Downtown Commons).
- 2,068 new residential units were completed and another 3,332 are currently under construction.



Construction and Permanent Impacts as Anticipated by the EISs

In addition to demographic and socioeconomic impacts, traffic, noise, and other technical impacts of the arena projects on their surrounding neighborhoods have varied in Brooklyn, Sacramento, and Washington, D.C. In each case, the EISs found that impacts were expected on traffic, either during construction and/or

permanently, in neighborhood character, and other technical areas such as noise and vibration. While each EIS considered area residents and businesses, significant impacts were not anticipated. The Brooklyn thoroughfares of Flatbush and Atlantic Avenue which intersect at Barclays, and the residential

and commercial neighborhoods proximate to them, are perhaps most comparable to the Study Area in density and diversity of economic and residential activity of all the benchmark markets.

CONSTRUCTION IMPACTS

Barclays

Street closures/diversions and construction-generated traffic were expected to concentrate traffic at intersections near the project site and outlying intersections and result in adverse traffic impacts. In terms of mitigations, the EIS concluded that some significant adverse traffic impacts during construction, as with the operational conditions at completion of the first and second (final) phases of the project, would remain unmitigated. There would also be locations where construction activities and traffic would result in significant adverse noise impacts on the adjacent properties. The project sponsor was to implement a monitoring program and make some mitigation measures, such as alternative ventilation (i.e., air conditioning) and double-glazed or storm windows, available at no cost to impacted property owners.

Golden 1

Some neighboring buildings would be subject to unavoidable noise and vibration impacts. Impacts from the generation of typical construction emissions such as nitrogen oxides and small particulate matter required mitigations such as emission and exhaust control practices and payment of offsite mitigation fees.

Capital One

Due to the proximity of many cultural and historic resources near the site, a construction management plan was required to mitigate potential risks associated with short-term construction noise, improper or irregular equipment maintenance, and construction-related waste in stormwater runoff.



Capital One Arena, Source: Brian Libby Wikimedia Commons

PERMANENT IMPACTS

Barclays

Overall, the traffic, parking, and street closure impacts were significant, with the largest impacts anticipated to occur during pre-game and post-game hours. Mitigation measures included signal changes and street widening. The EIS found that other intersections that could not be mitigated would not be frequently impacted. Eight acres of open space, a bicycle path, and other community uses were anticipated for the entire master plan area. The open space was to account for over 35 percent of the entire project site and enhance pedestrian circulation and promote public access to and use of the entire site.

Golden 1

A transportation management plan was required to control traffic on event days as most attendees were still anticipated to drive to the arena. The area was deemed to contain sufficient parking for the new project.

Capital One

The EIS anticipated positive impacts on the long-vacant site itself, the demand for hotel and convention space, and area retail due to the increase in foot traffic. It does note that retailers may need to alter their strategies to capitalize on the new potential customer base. In terms of traffic, it anticipated a significant mode switch to public transit given the site's proximity to a Metro station.

Planning Processes

These benchmark arenas also highlight differences between the public and private planning processes. In Brooklyn and Washington, D.C., the arenas fit into a larger master or general project planning process that brought together public and private entities and offered multiple opportunities for public participation. The projects were also wrapped into larger mixed-use development plans for the areas. In Sacramento, the process was more privately oriented, though it also required public review processes. Washington, D.C. and Sacramento's projects were both related to revitalization efforts for struggling commercial areas.

Barclays

For decades, New York City and New York State contemplated transit-oriented development over the Atlantic Terminal Yards in Brooklyn, which sits on a transit hub. In the early 1950s, the area was contemplated for a Brooklyn Dodgers baseball stadium; however, plans fell through, and the Dodgers moved to Los Angeles in 1958. In the late 1990s, affiliates of the Forest City Ratner Companies, in cooperation with the Empire State Development Corporation (ESDC) the Metropolitan Transportation Authority (MTA), and the City of New York (the City) began a master planning process for an approximately 22-acre area adjacent to and including the Atlantic Yards. The area is an important transportation hub containing numerous subways and bus connections bringing

populations from all parts of Brooklyn and Long Island to work locations in downtown Brooklyn and Manhattan. Forest City Ratner was the sponsor of a mall development adjacent to the master planned site, which fully opened in 2003. In 2010, a much-anticipated renovation of a Long Island Rail Road station connecting to both the mall and the subway system opened to the public.

The goals of the broader master planning process included urban development, transit-oriented development, highly demanded residential development, and improvements to public transit itself. The Barclays Arena project was one component of the master plan which also contained a hotel, office space, residential towers, eight acres of public open space, community spaces,

and improvements to the rail yard. The arena and the broader project were subject to myriad local and state environmental review processes; required zoning overrides, public condemnation of private land, and other permits related to street closures; and in general required public-private partnership and buy-in.

Capital One

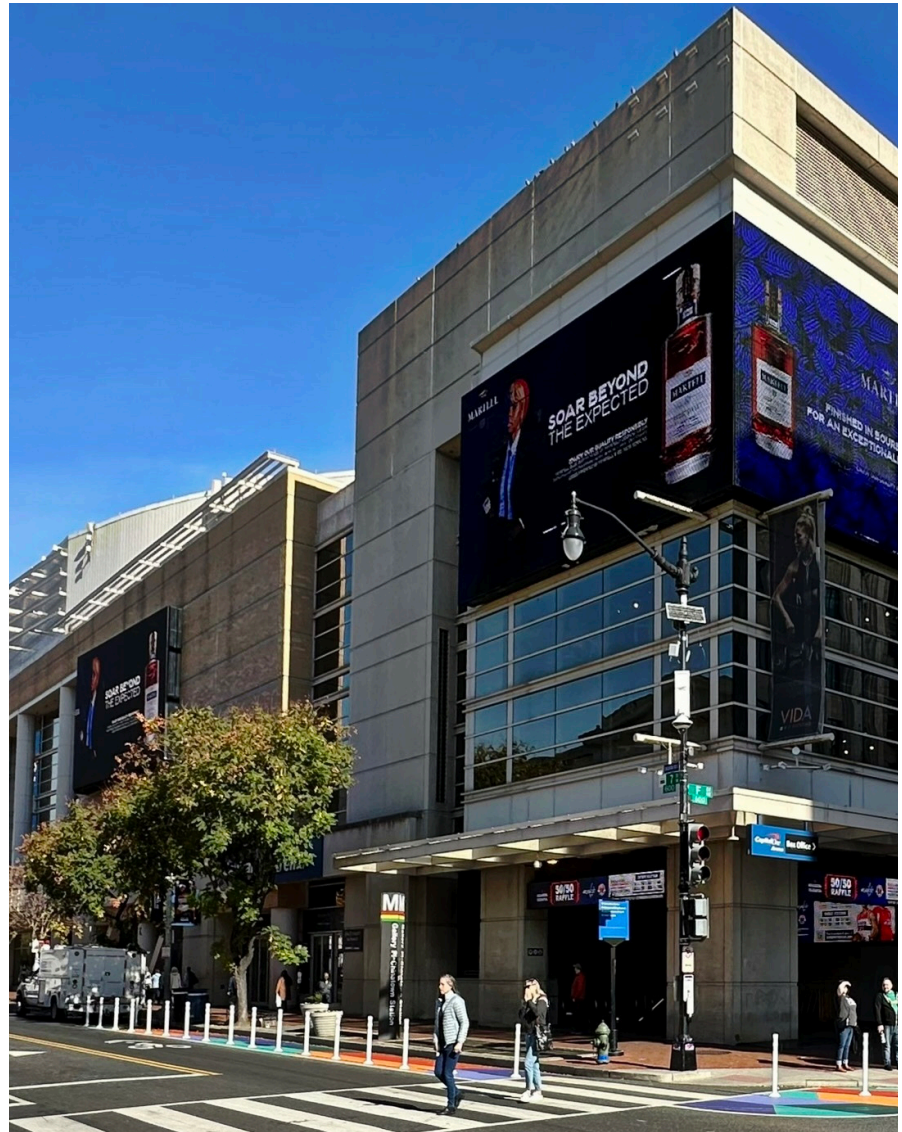
Before the Capital One Arena's opening in Washington, D.C., the Wizards played at USAir Arena in the Washington suburb of Landover, Maryland. The team experienced subpar attendance because ownership claimed the location was inconvenient for both Washington and Baltimore residents and the arena was not up to the standards of other NBA venues. In 1993, owner Abe Pollin began studying options to move the teams to a new arena.

The development of Capital One Arena adhered to part of a larger comprehensive plan. The block where Capital One was built historically held a mix of residences and small businesses. In the 1960s, it was suffering from urban decay like much of the eastern end of Downtown Washington. In 1973, while the Gallery Place Metro station was being developed below it, the D.C. government bought the land in hopes of redeveloping it. Most of the remaining buildings on the site were demolished in 1985. Various redevelopment projects were envisioned, but none materialized until a group of business leaders brokered a deal between Pollin and the D.C. government to build an arena along with ancillary shopping, food, and other retail. The project was expected to revitalize the area and catalyze additional redevelopment on surrounding sites.

Golden 1

In Sacramento, the arena project came to fruition via private entities collaborating to further their individual goals. In 2013, new Sacramento Kings ownership proposed a new arena that would create a permanent home for the team in Downtown Sacramento, relocating it from its former home in Natomas, a suburb about five miles north of Downtown. The arena development also included a 1.5 million-square-foot mixed-use development of commercial, retail, and residential space (Downtown Plaza) on six blocks in downtown Sacramento.

At the time of the arena proposal, the site served as the location of the Downtown Plaza regional shopping center, which included 1.2 million square feet of office and retail space. The shopping center and its associated office space saw declining occupancy rates in the early 2000s, falling to 50% or less by 2013. Through the demolition of 858,000 square feet of existing retail and commercial space in the shopping center, the project sought to replace the existing suburban shopping mall character with a more vibrant urban character anchored by the arena.



Capital One Arena, Source: Brian Libby Wikimedia Commons

Summary

Regardless of the public or private catalyst, each of these jurisdictions — New York, California, and Washington, D.C. — required a robust environmental review process to document potential issues and record public comment and feedback. The result of these processes were prescribed mitigation plans and procedures to deal with prolonged construction activity, changes in auto and foot traffic, and a new major use within the neighborhood. The review process resulted in traffic mitigation plans that reconfigured the street grid and flow, encouraged the use of public transportation and park and rides, and collaborated with area businesses to offer discounts to arena visitors that would encourage them to come early or stay late, reducing peak traffic. It also resulted in the negotiation of community benefits agreements that included grants for

businesses during construction, tickets and free/discounted event space for area residents and school-children, increased park or open space, and other benefits.

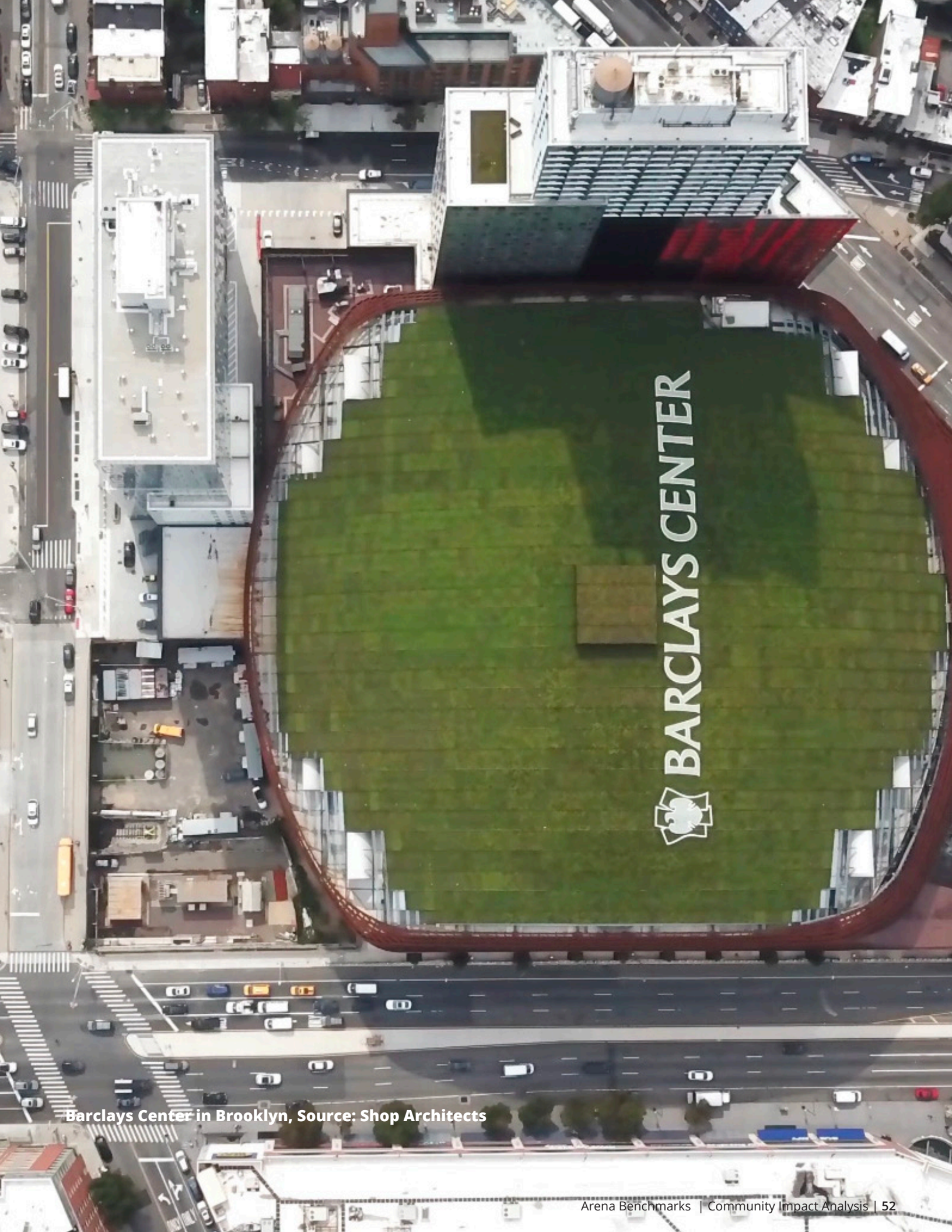
Even with these strategies, like all large development projects, the benchmark arenas have both contributed to the economic life and stability of adjacent businesses and residential neighborhoods as well as created challenges for them. A critical management strategy that came out of the benchmark analysis was that public agencies created structures within the negotiation with their private counterparts that allowed for constant monitoring during critical stages of development and after completion. Developers were responsible for evaluating how well mitigation strategies were working, and if there were issues, they were responsible for revisiting and revising them.

Community advisory committees were established as a way to offer feedback. Through these structures, there was the flexibility for cities to reassess the process along the way and handle unintended consequences above and beyond what was in the initial review process.

In Pennsylvania, there is no required local or state environmental review process. To compensate and provide the public with information in advance of City Council consideration, PIDC and the City have undertaken due diligence of which this is a part. Should the Philadelphia arena project move forward, lessons learned from other jurisdictions could be incorporated into the Sixer's process.



Golden 1 Center, Source: golden1center.com

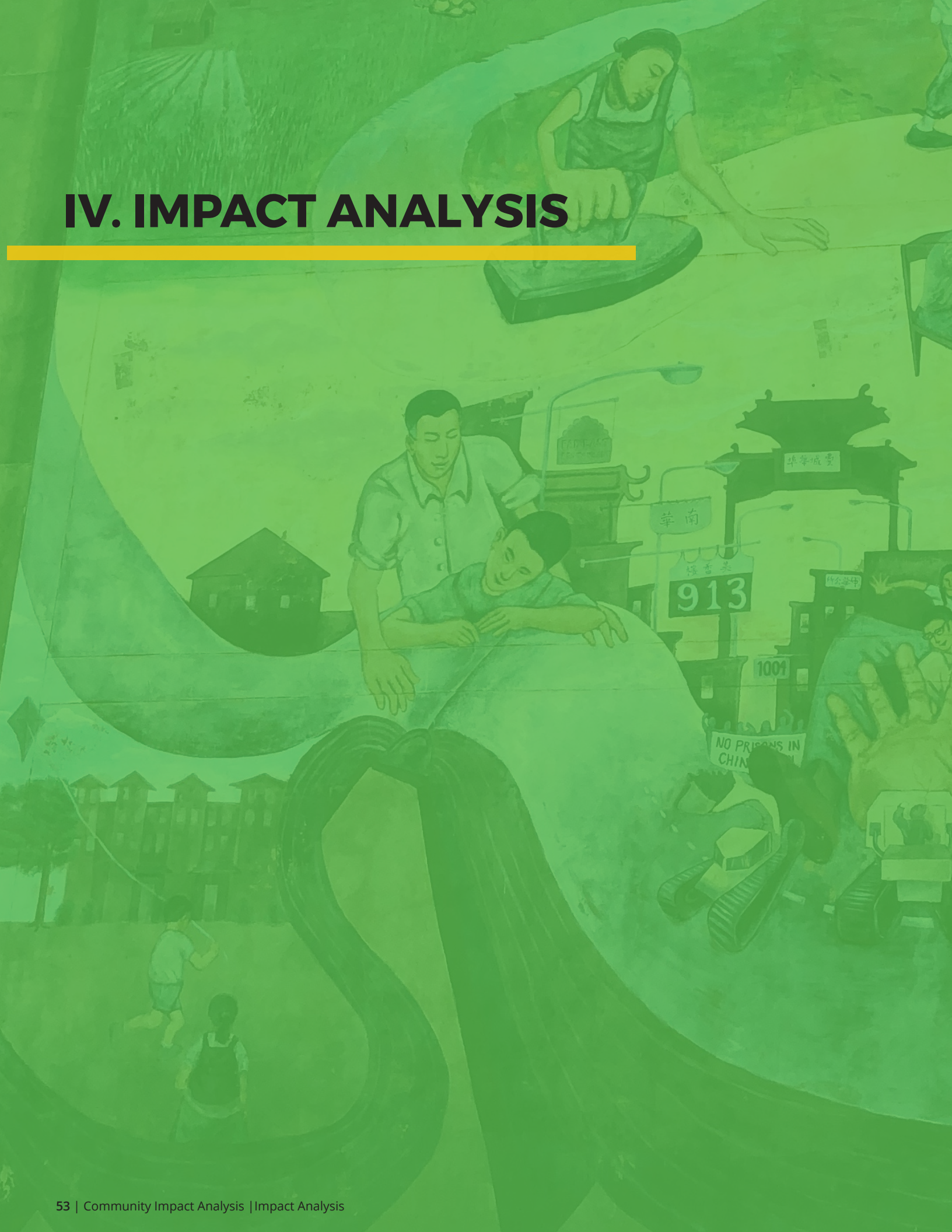


BARCLAYS CENTER



Barclays Center in Brooklyn, Source: Shop Architects

IV. IMPACT ANALYSIS



Impact Analysis

This section provides a summary of current conditions, historic trends, and Project impacts in the Study Area in six analytical areas (presented in the box to the right).

The Consultant Team identified labor market and business environment and transportation, traffic and parking as “tipping point elements” which could lead to impacts for the entire system. This term and the synthesis of findings is further discussed in Section V.

- 1 Sociodemographics
- 2 Labor Market and Business Environment
- 3 Cultural Assets and Community Services
- 4 Safety and Pedestrian Environment
- 5 Transportation, Traffic and Parking
- 6 Construction



View of 10th Street corridor in Chinatown facing north. The typical building in Chinatown's commercial district is mixed use with ground-floor commercial and upper-level commercial or residential, Source: Sojourner Consulting



1. Sociodemographics

Existing Conditions and Trends

Population

The Study Area is a vibrant and growing part of the original, historically-planned City of Philadelphia. Philadelphia's Chinatown, one of the oldest in the nation, has experienced a residential and business resurgence despite being physically confined by large-scale development. Market East, still recovering from the negative effects of the COVID-19 pandemic on both office and retail activity, has made strides toward reinventing itself as a mixed-use community with potential for additional residential infill and conversion projects.

The Study Area has experienced tremendous growth, particularly in Chinatown North/Callowhill and Market East. The Study Area's population grew by 66% between 2011 and 2021. Additionally, the Study Area transitioned from a predominantly Asian population to a predominately white population, while still characterized by a large concentration of Asian residents.

From 2011 to 2021, the Study Area's economy became more robust. In 2021, the Study Area's median household income (MHI) and median age were higher, its poverty rate was lower, and its household size was smaller, when compared to the city.

As of 2021, the Study Area's total population was 9,896 with a median age of 38.7 years. The Study Area consisted of approximately 4,488 households with a median household size of 1.7. The MHI was \$78,162, with 21.3% of the population below the poverty level. In comparison, Philadelphia's total population was 1,596,865 with a median age of 34.8 years. Philadelphia had approximately 646,608 households with a median household size of 2.4. The MHI in Philadelphia was \$52,649, with 21.7% of the population below the poverty level.

DEMOGRAPHICS *Study Area*



POPULATION

9,896

1,596,865 in Philadelphia



MEDIAN HOUSEHOLD SIZE

1.7

2.4 in Philadelphia



MEDIAN AGE

38.7

34.8 in Philadelphia



MEDIAN HOUSEHOLD INCOME

\$80,435

\$52,649 in Philadelphia



HOUSEHOLDS

4,488

646,608 in Philadelphia



POVERTY RATE

21.3%

21.7 % in Philadelphia

Source: U.S. Census: DP05 ACS 5-year Estimate

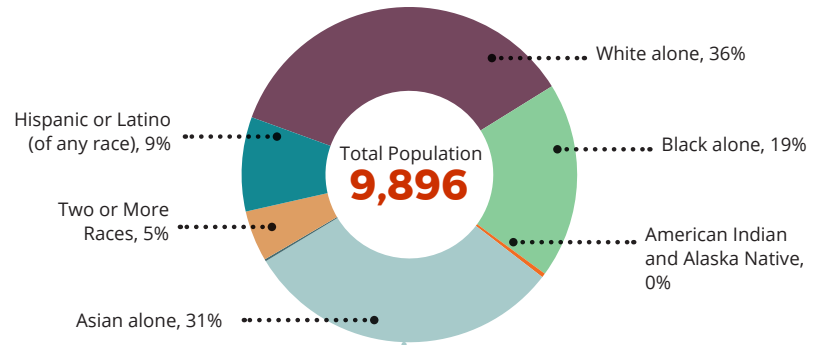


Race

In 2011, the Study Area’s largest population group was Asian, making up 37.8% of residents, followed by white residents at 30.2% (1,800) and Black residents at 18.9% (1,082). By 2021, whites constituted a larger percent of the population than Asians at 35.6% (3,522) compared to Asians at 30.9% (3,057). The Black population grew from 1,082 to 1,874 residents and stayed at relatively the same percent share of the total population. The largest growth rate in population was American Indian and Alaska Natives with 3,600% growth, though due to the small base, this represented only a 36 person increase. Two or more races had the second-highest growth rate at 631.8%, with an increase of 417 residents.

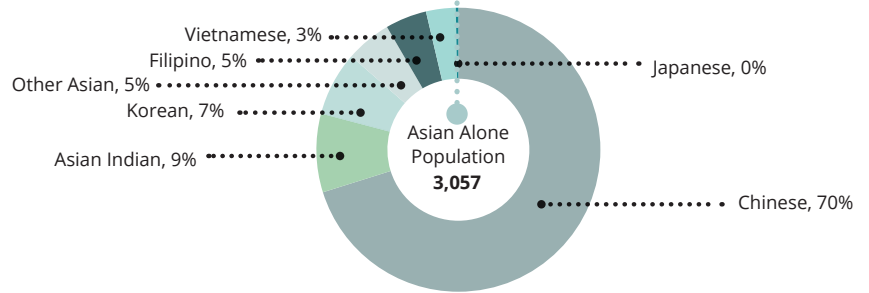
The Asian population contained multiple subgroups. In 2021, the Chinese subgroup, at 2,158 or 70.2% of total made up the majority of the Asian population. Asian Indians and Koreans were the second and third most populous subgroups at 275 or 8.9% and 225 or 7.3% In comparison, in 2011 the Chinese subgroup made up the majority of the Asian population with 1,776 or 78.1%, followed by Asian Indians and Vietnamese with 318 or 14.0% and 63 or 1.8% respectively.

Figure 6: Study Area’s Population Distribution by Race and Ethnicity, 2021



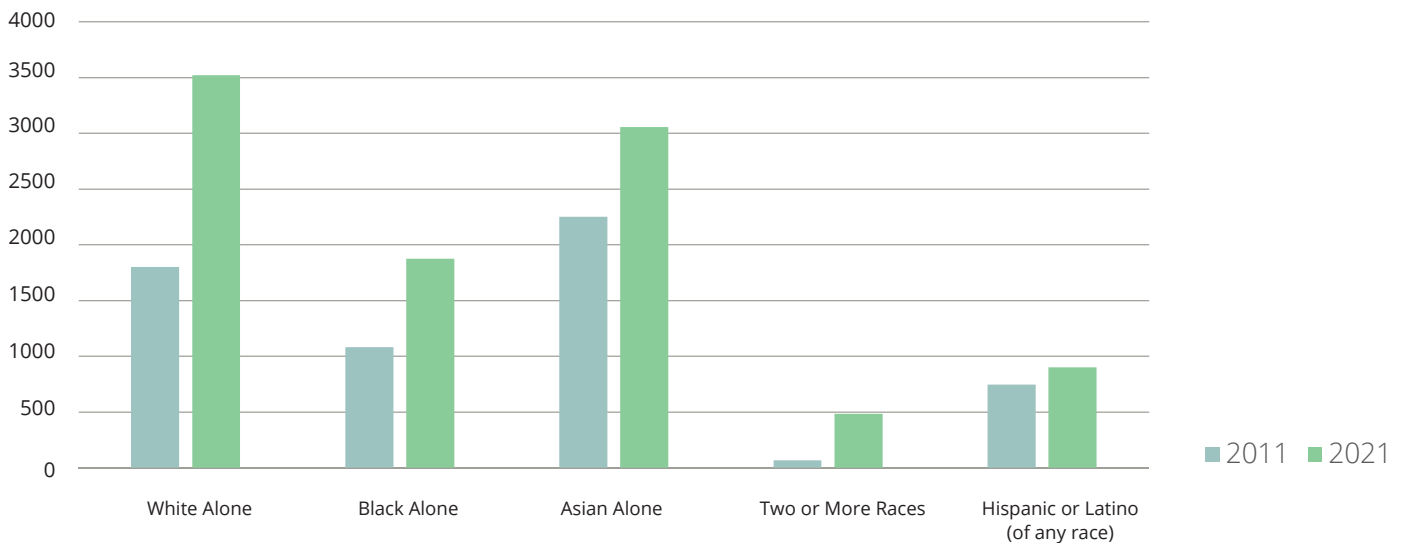
Source: U.S. Census: DP05 ACS 5-year Estimate

Figure 7: Study Area’s Asian Alone Population by Asian Group, 2021



Source: U.S. Census: DP05 ACS 5-year Estimate

Figure 8: Study Area’s Population Distribution by Race and Ethnicity, 2011–2021



Source: U.S. Census: DP05 ACS 5-year Estimate



View of 10th Street Plaza with a banner advertising the 2023 YèShì Chinatown Night Market, an annual cultural food festival which is hosted by the local CDC, Source: Sojourner Consulting

Chinatown remains a gateway community for LEP, Chinese immigrants.

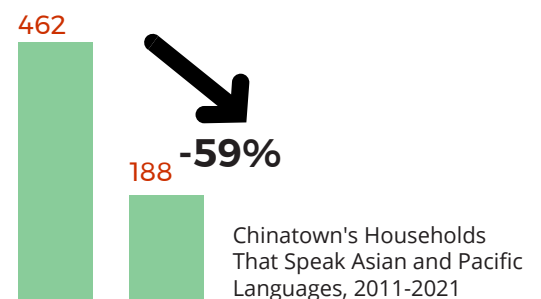
Chinatown remains a gateway for new immigrants, particularly for low English proficiency (LEP) individuals. In interviews and focus groups, LEP immigrants consistently stated language barrier to be their primary challenge. Historically, Chinatown has been a destination for predominantly Cantonese-speaking immigrants from the southeastern provinces of China. In the past ten years, there has been more diversity in geographic origin of Chinese immigrants, and a particular increase in the Fujian province. According to interviews with community leaders and focus groups, in past years, these individuals have also assumed ownership of properties and businesses, and are enabling housing and work opportunities for a more diverse immigrant population.

Many new Chinese immigrants are now moving directly to the suburbs or other parts of the city where they have family and a support network. However,

for immigrants with fewer resources and who lack a support network, and particularly for LEP individuals, Chinatown remains a valuable gateway community. Chinatown is an initial landing zone where they can find a job, connect with local networks, find resources and services in their language, and be in a supportive place while they learn how to navigate local systems and learn English. According to focus groups, interviews with Chinatown community organizations and community leaders and Sojourner’s experience, language access can differ widely across various public and non-profit resources, and Chinatown represents a unique concentration and diversity of linguistic and culturally competent resources. In particular, Chinatown is a platform for Chinese-language services in the region, and LEP Chinese immigrants across the region come to Chinatown for help.

While the gateway aspect of Philadelphia’s Chinatown is important, the actual number of households that primarily speak Asian and Pacific Island languages has declined from 462 to 188, a 59% decrease and represent 4% of the 4,488 households in the Study Area.

Local schools are also a major draw, particularly for immigrants. Similarly to other resources in Chinatown, local schools have a particular focus and capacity to serve Asian and LEP immigrant families. FACTS Charter School and Holy Redeemer Elementary School, a private school, were specifically founded to meet the needs of Asian immigrant families in Chinatown.





Growth of Limited English Proficiency (LEP) Latino Immigrants

More Latino residents continue to move to Chinatown North, particularly around Spring Garden Street and further north of the Study Area. Based on interviews with community leaders and two Spanish-language focus groups with residents and workers who identified as Latino, this community is composed of working-class and LEP immigrants, many of which come from El Salvador, Guatemala, and Honduras. The growth of this population was noted in the previous neighborhood plan (2017) and has continued to be driven by familiar networks, availability of jobs in local small businesses, and high-quality childcare options. Many of them work in small businesses in Chinatown, such as the groceries, restaurants, and manufacturing/distribution businesses. They discuss shared language and immigration status challenges with other Asian immigrants and similarly find Chinatown to be a unique place where they can meet all their needs.

Asian Seniors

According to focus groups and interviews, Chinatown is a major attractor for LEP Chinese-speaking seniors across the region. Due to an insufficient amount of affordable housing inside the neighborhood, many in this group have moved into affordable housing projects in Washington Square West and other Center City neighborhoods in order to be close to Chinatown. Many visit on an almost daily basis, purchasing food and other cultural goods, providing childcare, and meeting with friends.

Chinatown is home to many seniors, particularly Chinese-speaking, LEP seniors.

Multigenerational Asian Residents

According to focus groups and interviews, while Chinatown plays a unique role for new immigrants, there is also a significant number of Asian Americans whose families have lived in Chinatown for generations. These long-term residents are deeply rooted and invested in the community. They play an outsized role in contributing to Chinatown's resiliency and stability. Many of these residents are descendants of Cantonese-speaking Chinese immigrants. They also tend to include property owners and business owners. They may contribute to property management or small business operations. Families may live across the region, but Chinatown is a central hub of activity and a place that helps reaffirm and pass down cultural values and traditions across generations. Individuals may also cycle in and out of living in Chinatown; for example, adult children may seek to come back in order to send their children to local schools or care for aging members of the family.



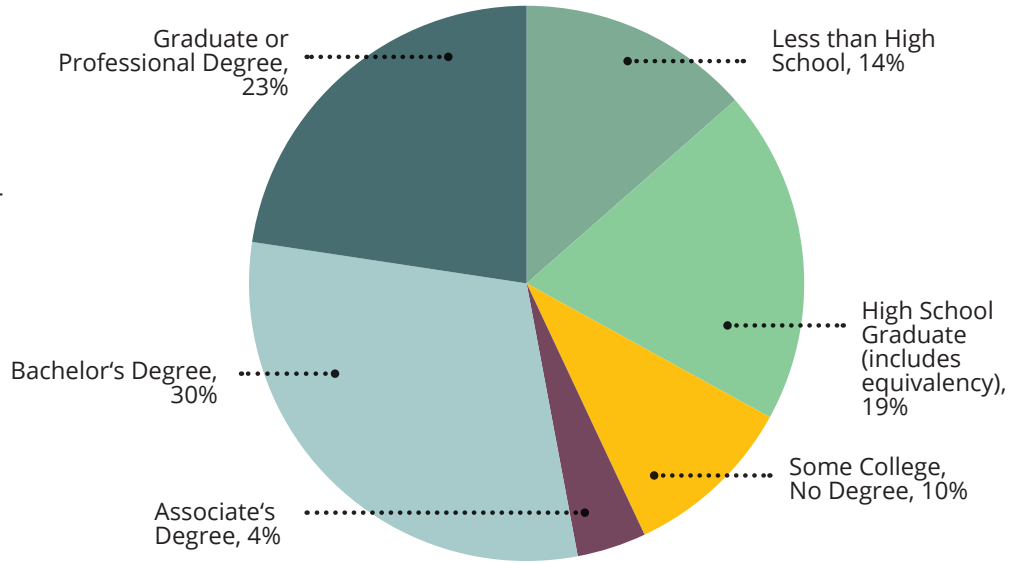
Chinatown youth organization Philadelphia Suns perform a traditional Chinese lion dance on the 10th Street corridor, Source: Sojourner Consulting



Educational Attainment

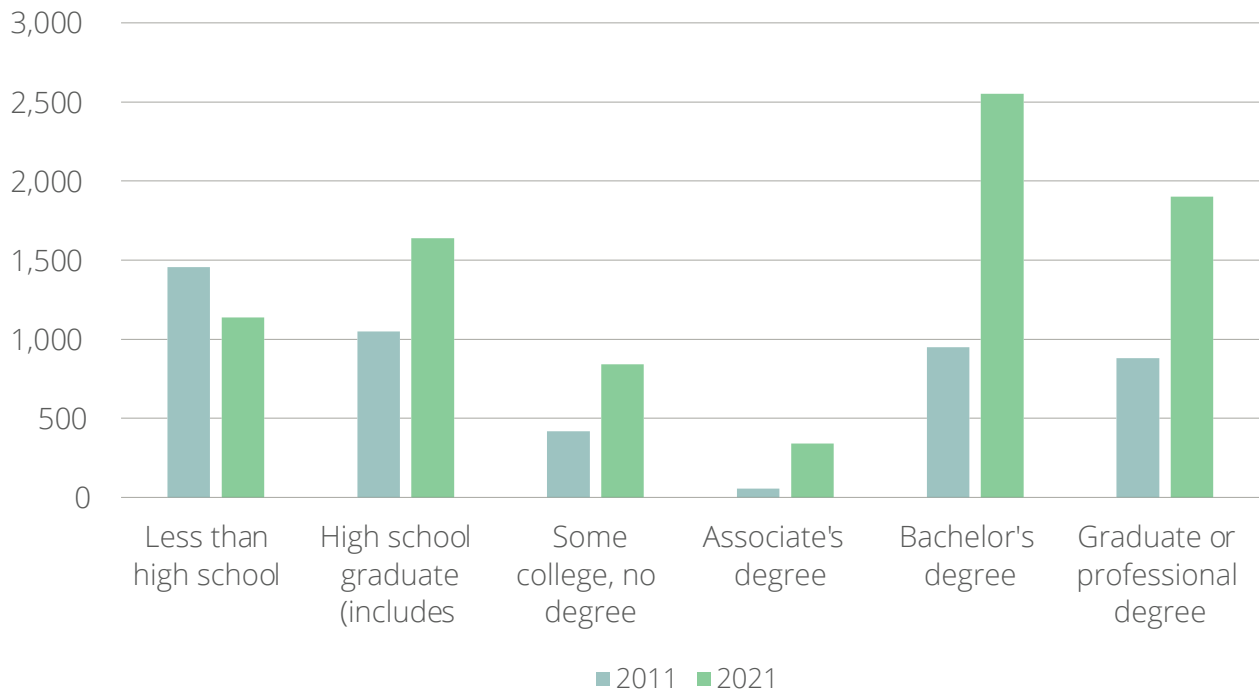
Between 2011 and 2021, the Study Area’s residents became more educated. In 2011, 2,505 residents or 52.1% had a high school graduate-level education or less. By 2021, the educational attainment of the Study Area had flipped, and more than half of the responding residents had achieved a bachelor’s, master’s, or professional degree.

Figure 9: Study Area Educational Attainment – 25 years and older, 2021



Source: U.S. Census: S1501 2021 ACS 5-year Estimate

Figure 10: Study Area Education Attainment – 25 years and older, 2011-2021



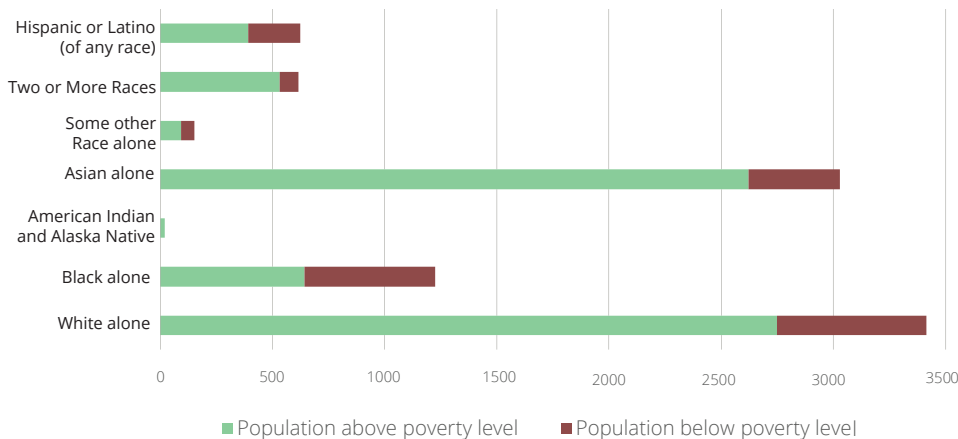
Source: U.S. Census: S1501 2021 ACS 5-year Estimate



Poverty Rate

In 2021, the population of the Study Area living below the poverty rate was 21.3%, slightly lower than Philadelphia’s poverty rate of 21.7%. Similar to the unemployment rates, the Study Area’s Asian population had the lowest rate of poverty of any racial group at 13.5%, compared to a higher 23.4% for Philadelphia. The Black population had the highest rate of poverty at 47.6% in the Study Area, compared to a lower 27.2% for Philadelphia. On the other hand, in Philadelphia, the white population had the lowest poverty rate at 14.7%, and Some Other Race had the highest poverty rate at 41.7%.

Figure 11: Study Area Poverty Rate by Race within Racial Group, 2021



Source: U.S. Census: S1701 2021 ACS 5-year Estimate

Cost Burdened

Another measure of economic disadvantage is the concept of “cost burden,” defined as households that spend more than 30% of their income toward rent. The concept is broken into “burdened” (households spending between 30–34.9% of income on rent) and “severely burdened”

(households spending greater than 35% on rent). With at least 40% of residents cost-burdened by rent, the Study Area was and still is struggling to offer adequate affordable housing solutions. In 2021, 264 renters (11.8%) in the Study Area were cost-burdened compared to 25,031

renters (8.1%) in Philadelphia. 851 renters (27.7%) were severely cost-burdened in the Study Area, compared to 123,675 renters (40.2%) in Philadelphia.

Table 4: Cost Burdened Households in Study Area and Philadelphia, 2021

Geography	Burdened 30.0% to 34.9% of Income	% Of Renter Occupied Units	Severely Burdened 35.0% of Income	% Of Renter Occupied Units
Study Area	364	11.8%	851	27.7%
Philadelphia	25,031	8.1%	123,675	40.2%
Grand Total	25,395		124,526	

Source: U.S. Census: DP04 2021 ACS 5-year Estimate



Housing and Displacement

Housing

Compared to Philadelphia's housing stock as a whole, which is dominated by single family row homes, the Study Area is typified by multifamily housing with a comparatively high median home value. The majority of the Study Area's units, 75.3%, were in multifamily structures with 20 or more units. In comparison, 57.7% of Philadelphia's total housing units were one-unit attached single-family homes. Only 13.7% of Philadelphia's housing units were in multifamily structures of 20 units or more.

In 2021, the Study Area had a median home value (MHV) of \$416,077, significantly higher than Philadelphia's at \$184,100. All three census tracts within the Study Area had a higher MHV than Philadelphia, with Chinatown Core having the highest at \$458,100, followed by Chinatown North at \$348,900 and Market East at \$338,600.

Housing units in the Study Area have been increasingly leveraged for rental income. Stakeholders throughout the Study Area noted increasing trends of long-

term rentals being converted into short-term rentals and condos being used for long-term rental income rather than being occupied by their owners.

The Study Area also has a significantly higher proportion of renter-occupied units (68.5%) compared to the city overall (52.4%), as detailed in Table 6. Renters are more vulnerable to displacement risks compared to homeowners. A number of renter stakeholders across focus groups stated that they had previously explored purchasing properties

Table 5: Total Housing Units in Study Area and Philadelphia, 2021

Geography	Study Area		Philadelphia	
	Number of Units	% of Units	Number of Units	% of Units
Units in Structure				
1-unit, detached	184	3.7%	60,360	8.4%
1-unit, attached	333	6.7%	415,781	57.7%
2 units	153	3.1%	56,413	7.8%
3 or 4 units	170	3.4%	43,658	6.1%
5 to 9 units	240	4.8%	25,604	3.6%
10 to 19 units	146	2.9%	17,704	2.5%
20 or more units	3,736	75.3%	99,043	13.7%
Boat, RV, van, etc.	0	0.0%	204	0.0%
Total housing units	4,962	100.0%	720,688	99.8%

Source: U.S. Census: DP04 2021 ACS 5-year Estimate

The U.S. Census categorizes residential units by attached and detached single family housing (SFH) units and multifamily units. These structures include fully detached houses, semi-detached houses, row houses, duplexes, quadruplexes, and townhouses. In order for the unit to be considered an SFH unit, each unit should have a separate heating system, be separated by a ground-to-roof wall, have no units located above or below, and have individual meters for public utilities. All other units would be considered multifamily structures.



in the Study Area, but they were not able to afford the cost of remaining there.

Lack of supply has exacerbated housing affordability challenges. Between 2003 and 2016, no new affordable units were developed in the Study Area. As the number of new market-rate housing units developed, the share of income-restricted units has dropped. In 2011, income-restricted units were 31.1% of the overall rental supply. By 2021, the percentage dropped to 19.7%.

While the Philadelphia Chinatown Development Corporation (PCDC) developed over 200 units of affordable housing in Chinatown between 1980 and 2001, new development has been stymied by a lack of affordable acquisition opportunities for non-profit housing developers and other developers seeking to construct regulated affordable units (e.g. using Low-Income Housing Tax Credits and other federal funding). Community organizations focused on affordable housing face acquisition challenges for the few remaining publicly owned parcels, due to competing interests. At the time of publication, the housing developer Pennrose is building 51 units of affordable senior housing at 217-53 N 9th St.

MEDIAN HOME VALUE IN 2021



Study Area

\$416,077

Philadelphia

\$184,100

Source: U.S. Census: DP04 2021 ACS 5-year Estimate



Crane Chinatown building, 1001 Vine Street, Source: BJH Advisors

Table 6: Occupied Units and Housing Tenure of Study Area and Philadelphia, 2021

Geography	Study Area		Philadelphia	
	Number of Units	% of Units	Number of Units	% of Units
Housing Units				
Occupied housing units	4,488	90.4%	646,608	89.7%
Owner-occupied	1,413	31.5%	338,868	52.4%
Renter-occupied	3,075	68.5%	307,740	47.6%

Source: U.S. Census: DP04 2021 ACS 5-year Estimate



Chinatown Displacement Pressures and Property Ownership

In Chinatown, increasing rents have led to the displacement of many low-income, immigrant renters. In addition, businesses also reported increasing displacement pressures.

Interviews and focus groups with property owners, businesses, and low-income residents identified two key displacement pressures. First, property taxes increased significantly during the Actual Value Initiative (AVI) in 2013 and several times since. These costs are eventually passed down to tenants. Second, property ownership changes

have led to higher carrying costs, including debt service or equity requirements for owners, and need to increase rents to make expected returns.

Based on an analysis of tax records provided by the City of Philadelphia's Office of Property Assessment, Table 7 presents four sample properties in Chinatown, that have experienced a significant increase in real estate taxes. Over the period from 2014 to 2023, the median real estate tax for the mixed-use property (including residential and commercial uses) increased by 68%, the rowhouse

increased by 56%, residential condominium increased by 67%, the industrial property increased by 70%, and the commercial property increased by 15%. There are a limited number of commercial only properties in Chinatown; most businesses are located in mixed-use properties.

Note: This analysis does not account for increases from the 2013 Actual Value Initiative, when the City implemented a new methodology of property value assessments that particularly impacted historically under-assessed properties in high-value markets such as Chinatown.

Table 7: Sample of Median Real Estate Taxes Paid by Property Type, 2014-2023

	Median RE Tax 2014	Median RE Tax 2023	% Increase
Sample of 4 Mixed-Use Properties	\$6,231	\$10,484	68%
Sample of 4 Rowhouses	\$2,648	\$4,136	56%
Sample of 4 Residential Condos	\$2,007	\$3,356	67%
Sample of 4 Industrial Properties	\$6,956	\$11,857	70%
Sample of 4 commercial properties	\$11,046	\$12,685	15%

Source: City of Philadelphia, Urban Partners, 2023

Property ownership change is a catalyst for redevelopment and/or significant rent increases. According to interviewed property owners and community leaders, Chinatown has a number of intergenerational property owners with strong community ties who are more likely to value tenant stability, ease of property management, and local impact. They are also more likely to support long-term, stable tenants by charging a below-market rent. Based on these practices, this type of property owner has been a source of great stability and support for the cultural identity of Chinatown because they are incentivized to preserve the

existing cultural marketplace. However, there has been a trend of new, immigrant property owners who significantly raise rent for existing tenants and are more likely to renovate or redevelop the property in order to achieve their return on investment. As a result, new property owners often catalyze displacement of low-income renters, including LEPs and immigrants, and many low-income renters are being replaced by higher-income tenants such as Jefferson students or medical residents.

Turnover in long-term tenants can also be a similar catalyst. Property owners may consider

long-term tenants to be stable income streams, and personal relationships may create social pressures to preserve such arrangements. However, turnover provides an opportunity to make changes that would bring the potential income of the unit closer to a market rate and offset the tax burden.

Whether or not the Project proceeds, in order to address displacement trends and increasing affordability challenges, the City should prioritize the development of additional affordable housing and preservation of existing affordable housing in Chinatown.



Chinatown Real Estate Ownership

Since property owners play a significant role in determining the course of the neighborhood, the Sojourner team analyzed a comprehensive dataset of property records obtained from the Office of Property Assessment to understand ownership characteristics with respect to race, location, and individual vs. corporate ownership. The property database was segmented into current land use types and the race of the property owner was determined by owner last name.

Compared to a similar analysis performed in 2013, the percentage of Asian-owned properties in the neighborhood has increased to 45% (37% in 2013). The Asian ownership rate is significantly higher in Chinatown Core (66%) than Chinatown North/Callowhill (32%).

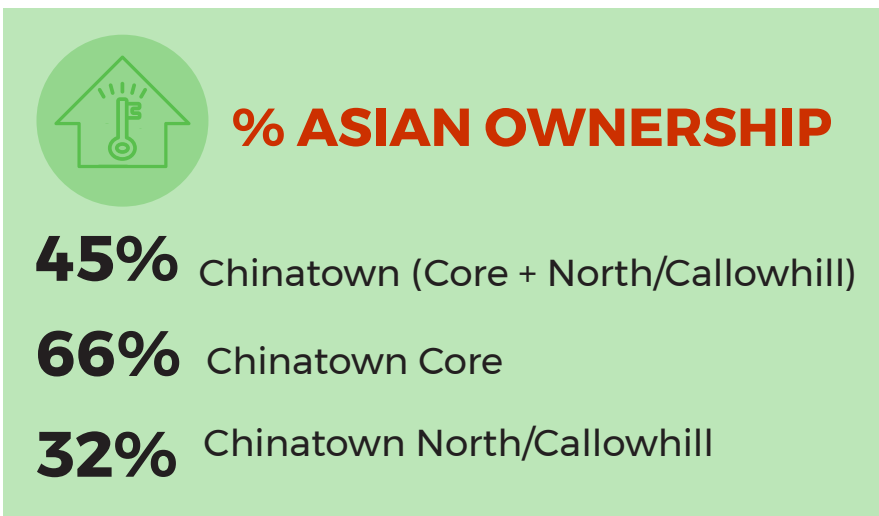
The percentage of individual owners versus corporate owners (including trusts and limited liability companies) has remained stable (65% individual owners in 2023 compared to 66% in 2013).

Table 8 illustrates the trends in site ownership from 2013 to 2023. Off-site ownership has held steady (52.7% in 2023 compared to 52% in 2013). As noted by Acolin and Vitiello, previous research on Chinatowns has identified divides between off-site owners and local, less affluent residents and workers. The consistency of off-site ownership despite significant development activity across the same period may reflect the stability of these connections, which are important to neighborhood preservation. A considerable percentage of off-site owners are Asian (37%), and of that, about a third of the off-site Asian-owned properties are owned by Chinatown residents, with another 15% owned by Asians outside the Philadelphia region.

Table 8: Summary table of property ownership

	2013 Acolin and Vitiello	2023 BJH/Sojourner
Total Properties Examined	1,726	1,730
Asian Owners (Individuals/ Corporate)	37.4%	44.9%
Non-Asian or Undefined	62.6%	55.1%
	1,080	954
Individual Owners	65.8%	64.7%
	1,135	1,119
Corporate Owners (incl. CBO)	30.9%	30.9%
	534	534
Institutional/Government	3.4%	4.5%
	58	77

Source: Acolin and Vitiello, Urban Partners



Stable or increasing trendlines in property ownership by Asian, local and individual owners were also confirmed by interviews with property owners and focus groups with residents and community leaders. As a result, new owners are more likely to participate in the same language-based tenant markets and have a shared

cultural context for decision-making around properties, as further discussed below. In addition, while they do not yet share the same commitments to community preservation, these characteristics suggest that with time, this may develop and change.



Table 9: Asian Ownership Rate By Neighborhood And Land Use Type

	Chinatown Core % Asian Ownership	Chinatown North/Callowhill % Asian Ownership
Total Asian Ownership	66%	32%
Land Use Type		
Apartment Building	67%	44%
Commercial	40%	32%
House of Worship	100%	67%
Industrial	42%	29%
Misc	19%	7%
Mixed Use	75%	64%
Parking Lot	25%	17%
Residential Condo	68%	20%
Rowhouse	96%	87%
Vacant Land	23%	24%

Source: City of Philadelphia and Urban Partners, 2023

Cultural Identity of Property Market

Interviews with property owners provided insight on motivations and practices that influence decisions regarding tenant, property, and disposition in the community.

In the real estate market of Chinatown, many transactions and communications are primarily conducted in Chinese, including those involving property owners, prospective tenants, buyers. Landlords also support the presence of language-based residential tenants and may be more willing to rent to immigrants who lack credit or work history, or legal immigration status.

Interviews reveal close alignment between the perspectives of property and small business owners. Many property owners have deep relationships with local businesses, with several being current or former business owners themselves. As a result, they monitor the financial viability of existing business models in the community as a signal for the potential return of investment on their property. Cultural businesses have continued to be competitive despite significant rent increases. Based on interviews property owners perceive the current market value, particularly for commercial space, to be primarily based on the

cultural identity of that market. However, the continued use of properties for cultural commercial tenants is contingent on the viability of these businesses. If business viability changes, the nature of future tenants and property owners may begin to change, potentially leading to redevelopment or sale.



Exterior view of the On Lok Senior Center on 10th and Spring Street facing south
Source: Sojourner Consulting



Chinatown and Other Benchmark Areas in Philadelphia

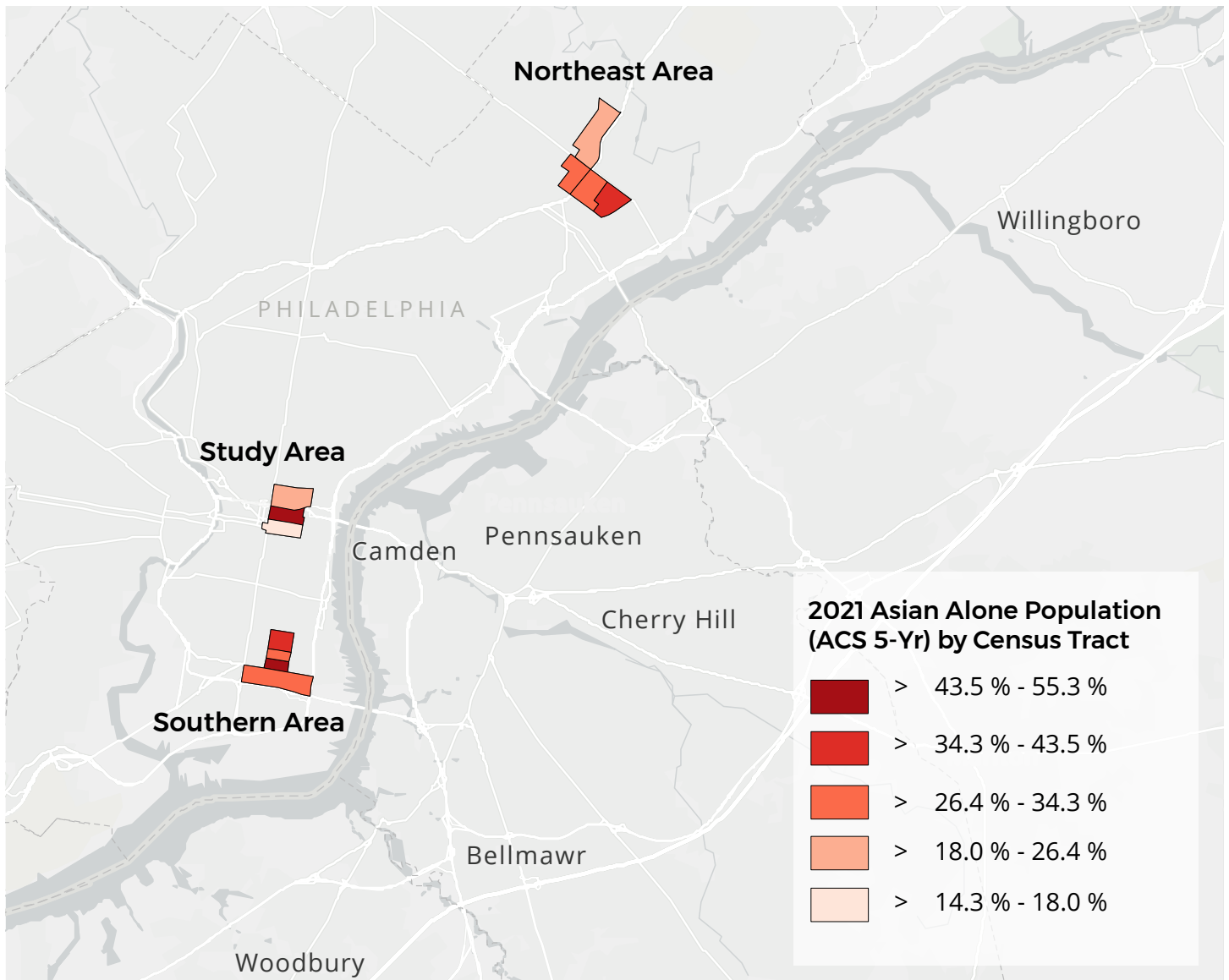
In Philadelphia, while the Asian population has significantly grown in the city and in Chinatown, Chinatown is capturing a smaller proportion of this growth as new residential centers have emerged. The Asian residential population in Chinatown is also becoming more diverse across income and ethnicity as the historical working-class community is priced out.

In order to better understand the changing demographics and migration patterns of Philadelphia's Chinatown, this report analyzes and compares key demographic statistics in Chinatown to benchmark areas within Philadelphia. These benchmark areas are two neighborhood areas (clusters) in Northeast and South Philadelphia with relatively high populations of Asian residents compared to other areas of the city. The

Northeast cluster comprises four census tracts: **314.02, 315.02, 315.01, and 334**. The South Philadelphia cluster comprises four census tracts — **41.01, 41.03, 41.04, and 372** — which were three census tracts in 2011 — **41.01, 41.02, and 372**: The Consultant Team analyzed trends or changes in population, median age, households, race, educational attainment, and unemployment rates between 2011 and 2021 across the geographies.

*Each census tract's Asian population was at least 25%

Figure 12: Comparative Areas with a High Number of Asian Population in Philadelphia





Population: From 2011–2021, the Study Area, Northeast and South Philadelphia clusters, and Philadelphia as a whole experienced increases in population. The Study Area had a population of 5,954 in 2011, which increased by 66.2% to 9,896 in 2021, the largest increase among all four geographies. The Northeast cluster had a total population of 20,134 in 2011 and 23,219 in 2021, a 15.3% increase. Philadelphia’s population increased from approximately 1.5 million to 1.6 million, a 5.4% increase. The South Philadelphia cluster had the smallest percent increase in population, 2.2%, from 17,519 in 2011 to 17,909 in 2021.

Race: In 2011 the largest population group in the Study Area was Asian (2,253) but by 2021 white residents (3,522) were the largest population group, although Asian residents (3,057) had still increased by 35.7%. In comparison, the Northeast cluster’s largest population group in 2011 was white residents (13,303), while the Asian (2,329) residents were the second largest population group. By 2021, white residents (8,269) were still the largest population group, but the Asian residents (7,218) more than doubled. In 2011, the Southern cluster’s largest population group was white residents (7,861) followed by Asian residents (5,022). By 2021, the largest population group in the Southern cluster was Asian residents (6,545) followed by white residents (5,252).

Median Age: The median age in the Study Area increased by 15%, changing from 33.6 in 2011 to 38.7 in 2021. The Northeast cluster is the only geography that had a decrease in median age, by 7%, from 35.7 to 33.1. The South cluster and Philadelphia as a whole, similarly to the Study Area, increased in median age by 2% and 5% from 35.2 to 37.2 and 33.5 to 34.8 respectively.

Households: The number of households within the Study Area increased by more than any other geography, growing from 2,465 to 4,488, an 82% increase. The City of Philadelphia, south, and northeast Philadelphia experienced smaller growth in households, growing by 12%, 2%, and 1% respectively. On the other hand, the median household size decreased by 3% in the Study Area, similar to Philadelphia’s decrease of 5%. The northeast and south clusters increased their median household sizes by 15% and 12% respectively.

Median Household Income: The median household income increased across all four geographies, with the Study Area’s increase being the greatest at 71.0%, followed by the South Cluster at 63.1% and Philadelphia at 42.5%. Although the Northeast cluster’s median household income increased by 4.3%, it is a relatively small shift when compared to the other three geographies. The median household income in the Study Area in 2021, \$80,435, was also higher than any other geography by over \$25,000.

This comparison reflects the rise of South Philadelphia and the Northeast as key Asian residential centers. In contrast to the Study Area, the white population declined significantly in South Philadelphia and the Northeast. Both the Study Area and South Philadelphia became notably wealthier. While the comparison areas are capturing a greater share of Asian residents, Chinatown remains a key residential center, particularly for higher-income Asians.



Vine Street Expressway facing North 10th Street, Source: City of Philadelphia



Potential Impacts

While the proposed Project—the Arena and the residential component—will not contribute to direct displacement of residents, focus group findings have indicated significant concerns about the potential for indirect displacement of low-income immigrant residents due to increases in rent from the market-rate housing development, a trend already occurring in the Study Area. This sentiment was expressed despite the fact that a percent of the residential units would be affordable. The residents believe that rent increases—already a key displacement factor—may be exacerbated by the proposed market rate units and associated uplift. Homeowners also identified future increases in property taxes as a potential displacement pressure. A Chinatown resident expressed the uncertainty created by increasing rents, stating:

“I’m not sure where we’re going to go, but it’s definitely significantly affected the way we make decisions for the future.” (Chinatown Residents Focus Group 1.)

Given the current demographic trends of the Study Area, low-income LEP immigrants may be most impacted by indirect displacement and changing economic activity from the Arena. This displacement of low-income immigrant residents, workers, and visitors would disrupt the neighborhood character of Chinatown and the broader Study Area. This concern was expressed across almost all stakeholder focus groups in all geographies.

Based on interviews and focus groups, senior low-income LEP residents are especially vulnerable to indirect displacement due to the changes in housing conditions in the Study Area. They identified

increasing rents for market-rate housing and potential changes or departures of the businesses and services they currently frequent as displacement pressures. One Chinese American senior who lives in Chinatown explained,

“Actually, if the Arena was built here, the seniors might just choose to move out of Chinatown since we are concerned about the uncertainty of Chinatown growth.” (Chinatown Seniors Focus Group, translated from Chinese.)

In Washington Square West, a focus group of residents reflected related concerns. Several participants shared that long-term neighbors were “being pushed out” due to already high rents (Washington Square West Residents Focus Group). Some homeowners expressed concern about preserving property values.



View of Heng Fa Supermarket at the corner of 10th and Cherry Street, Source: Sojourner Consulting



2. Labor Market and Business Environment

This section provides an overview of existing conditions of the labor market and the business environment in the Study Area using Census data and information from surveys and focus groups. It also contains a sub-analysis of net impacts of the proposed Project on Chinatown Core businesses. The section concludes with a description

of the potential impacts of the proposed Arena on labor and businesses. Due to the significant differences between the business environments in Market East and Chinatown, analyses for the two sub-areas—including the Convention Center in Market East—are presented separately.



Existing Conditions and Trends

Study Area Labor Market

Employment

The Study Area hosts a diverse and growing set of economic activities as evidenced by the workers who make their living in the geography.

In 2021, there were a total of 3,875 jobs within the Study Area, compared to 2,211 jobs in 2011 (see Figure 13). Jefferson Health's continued expansion of its Center

City campus and consolidation of its corporate headquarters in the Study Area likely contributed to this growth. The significant growth of Chinatown businesses across a diverse range of sectors, which is analyzed further in this section, is also a likely contributor to an increase in jobs.

Sector Categories

Within the Study Area, the professional, scientific, and technical services sector had the most jobs (872) in 2021, followed by health care and social assistance (566) and educational services (376). Professional, scientific, and technical services had the largest jobs added (516) followed by finance and insurance, and



Intersection of 11th and Cherry Streets in Chinatown, facing east, Source: BJH Advisors



educational services with 265 and 261 jobs added, respectively. The significant increase in employment in arts, entertainment, and recreation may be attributed to the influx of new spas, museums, sports facilities, and entertainment spaces, such as Philadelphia’s Fashion District on Market Street which opened in 2019. Other businesses in arts, entertainment, and recreation that opened in 2019 were Paris Spa, Zen Skin Spa, and City Fitness East Market.

The largest decrease in employment (-71.4%) between 2011 and 2021 occurred in the administrative and support and waste management sectors. This was followed by accommodation and food services and utilities, with decreases of 32% and 29% respectively. The decrease in the number of jobs within accommodation and food services could be due to the temporary

closures and related layoffs in this sector during the COVID-19 pandemic. Despite the decline in retail trade, the area and its strong commercial corridors offer a mecca for shoppers, frequenters of restaurants, and the small businesses that serve them. The Chinatown business inventory, which is presented on page 79, finds that most of the retail space vacancies that happened during the COVID-19 pandemic were replaced by new retail leasing.

Notwithstanding substantial recent development, sections of Market East remain underutilized, suggesting that the neighborhood has opportunities for job growth.

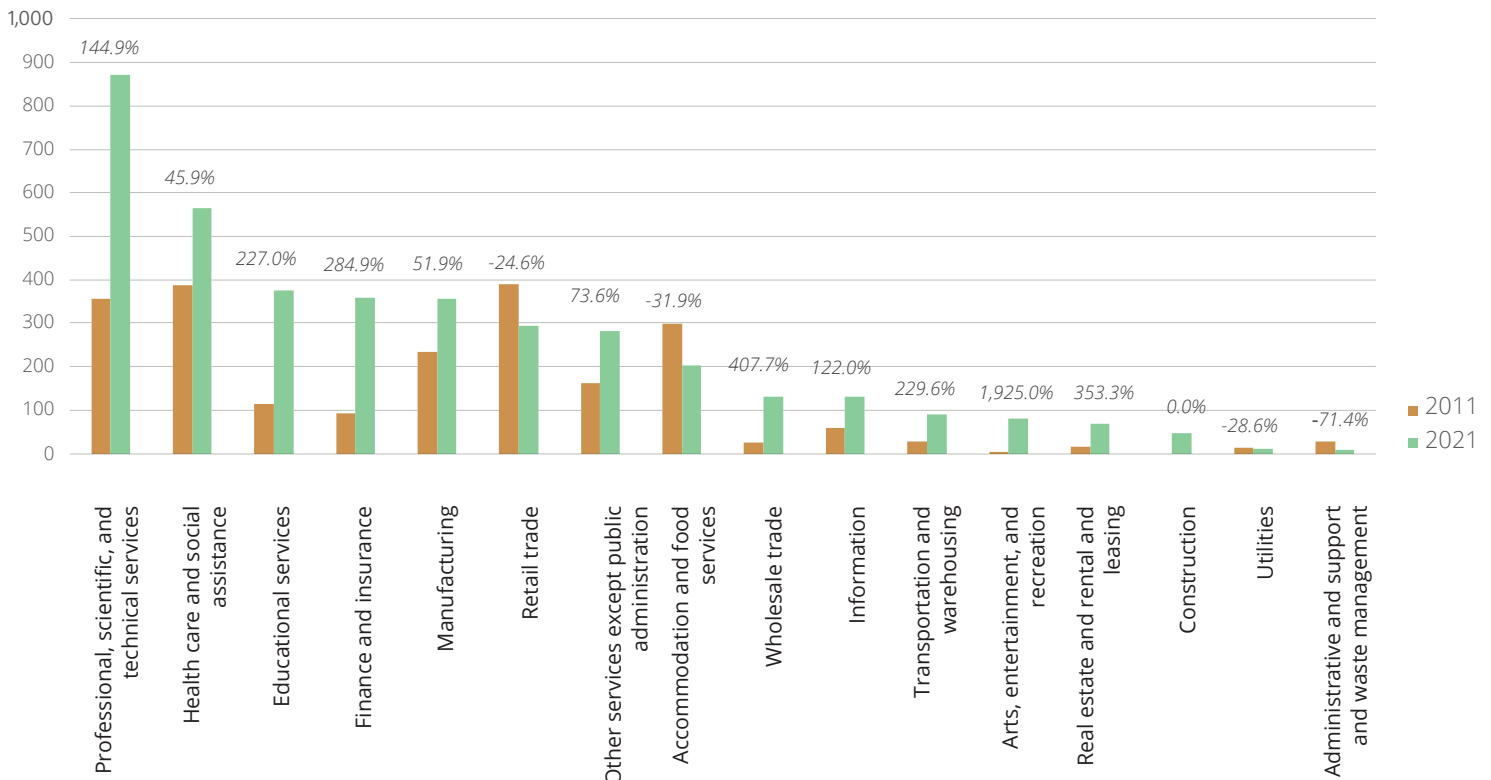
Manufacturing had the highest median earnings within the Study Area at \$125,519 in 2021. The second- and third-highest median earnings were wholesale trade at \$124,951

and finance and insurance at \$105,533. Manufacturing industry experienced the biggest increase in median earnings, growing by 228%, followed by retail trade, 78%, and finance and insurance, 76%.

LEP Workers

According to community data analysis, Chinatown is seen as a strong jobs center for LEP, immigrant workers, particularly for the Chinese-speaking community. Workers and community leaders observed that business owners are more likely to hire and train LEP immigrant workers who face language, accreditation, and other barriers to access in mainstream job markets. Such jobs may also provide financial stability and even a ladder of opportunity to entrepreneurship.

Figure 13: Job Count by Industry, 2011 - 2021



Source: U.S. Census: S2404 2021 ACS 5-year Estimate

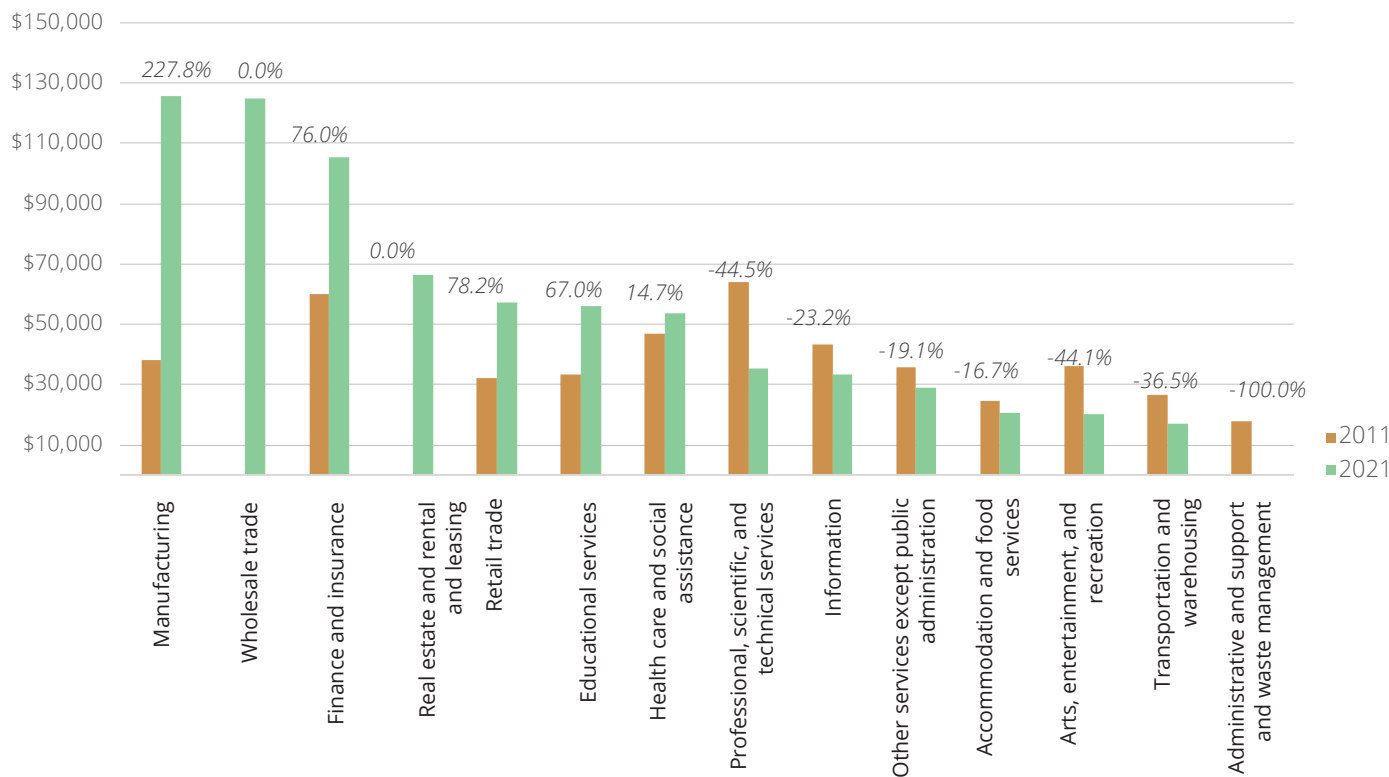


While Chinatown was previously a live/work community, a majority of workers now commute from other places in the city, such as Northeast and South Philadelphia. According to focus groups and interviews, parking costs are a significant factor for workers who drive. Residents and workers note that the worker population that lives in the Study Area includes many LEP, working-class immigrants who may otherwise have difficulty accessing resources in other neighborhoods.



K-Beauty Outlet on the Chinatown 10th Street corridor sells Korean beauty products and is an example of a new business in the neighborhood, Source: Sojourner Consulting

Figure 14: Median Wages by Industry, 2011 - 2021



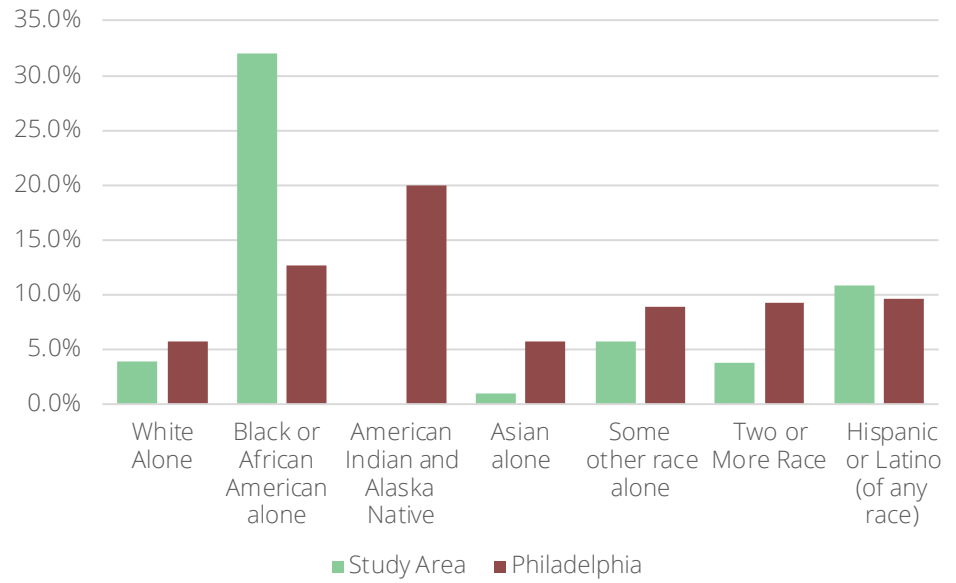
Source: U.S. Census: B24031 2021 ACS 5-year Estimate



Unemployment Rate

In 2021, the unemployment rate in the Study Area was 7.0%, compared to Philadelphia's overall rate of 8.9%. Within the Study Area, the Asian population had the lowest unemployment rate at 0.97%, while the Black population had the highest at 32.1%. For context, within Philadelphia, the Black population's unemployment rate was significantly lower at 12.7%. Among all populations in Philadelphia, the Asian and white groups shared the lowest unemployment rates at 5.7% each, and the American Indian and Alaska Native population had the highest unemployment rate at 20.0%.

Figure 15: Study Area Unemployment Rate by Race and Ethnicity, 2021



Source: U.S. Census: S2301 2021 ACS 5-year Estimate



Fruit stands on display at Heng Fa Food Market, an Asian grocery store on the corner of 10th and Cherry Streets in Chinatown, Source: Sojourner Consulting



Market East and Convention Center

In the 1980s, urban renewal consolidated the urban fabric of Market East, the historic retail center of the city, into large commercial parcels. The centerpiece of this plan was a multi-block mall integrated with a regional public transit center. Today, its economy is characterized by several large economic drivers including Jefferson Health and large retailers.

Jefferson Health's consolidated headquarters at 1101 Market Street and the expansion of its Center City campus south of Market Street has supported substantial development and

established an anchor in Market East. Jefferson Health's campus acts as a buffer between Market East and the businesses and residents located south of the Study Area. Due to the closure of the Hahnemann University Hospital in 2019, Jefferson has become the primary healthcare presence in this area.

The following organizations are also large economic drivers in the Study Area: The Convention Center, which completed a major expansion in 2011 enabling it to host multiple concurrent events and resulted in a significant increase in business. Reading Terminal Market, the most visited

tourist destination in the city and a key cultural and historic asset housing 77 vendors, and the Fashion District, which completed its redevelopment of the former Gallery Mall in 2019 and houses 73 businesses. Notable hotel developments included the Reading Terminal Headhouse (Philadelphia Marriott Downtown) and the PSFS Building (Loews Hotel). New development projects on Market Street, including the mixed-use East Market project and the development of the historic Strawbridge building, have supported a mix of additional uses, such as MOM's Organic Market and Giant Heirloom Market.



Chinatown business storefronts on Race Street between 9th and 10th Street and featuring a mix of legacy businesses and new businesses open since 2014, Source: BJH Advisors



The COVID-19 pandemic impacted several key Market East sectors such as hospitality and retail, both of which sustained lengthy closures and/or higher vacancies rates than pre-pandemic. Retail activity has not fully recovered. The COVID-19 pandemic also caused a shift in customer bases, as there has been a significant reduction in foot traffic due to an increase in remote work. This has especially impacted retail and restaurant businesses dependent on office worker populations.

In addition to these challenges, the Fashion District, which opened in 2019 and has 803,000 retail square footage located across three city blocks, has been particularly impacted by safety concerns, which are further described in the Safety and Pedestrian Environment impact analysis (pg 107). According to a representative, mall closing time

changed from 8 p.m. to 7 p.m. after the COVID-19 pandemic. Closure of the mall also impacts interior access to Jefferson Station from the mall level. When access is open, the mall acts as an underground concourse connection between the 8th & Market Street Station and Jefferson Station, as well as the 11th & Market Street Station to Jefferson Station, which increases ease of transfers for commuters.

In interviews and focus groups, stakeholders noted that while the Fashion District has generally had positive to neutral impact on the area, there has been a visible increase in the number of business closures in the mall. According to an interview with a representative of the Fashion District, it suffered from not

being able to fully establish its brand due to its opening in 2019 shortly before the COVID-19 pandemic. In 2022, the mall started to conduct community engagement events which are projected to support an upward trend in foot traffic. The movie theater has been a particular draw for residents, and the Fashion District representative confirmed it to be an anchor tenant. Other property owner stakeholders noted plans to adjust their tenant strategy to preserve or create unique retail draw. This includes transitioning to more experiential and entertainment-focused tenants and finding more local Philadelphia businesses as a way to leverage the success of independent, homegrown brands.



Northwest corner at the intersection of 10th and Market, a key commercial intersection in Chinatown
Source: City of Philadelphia



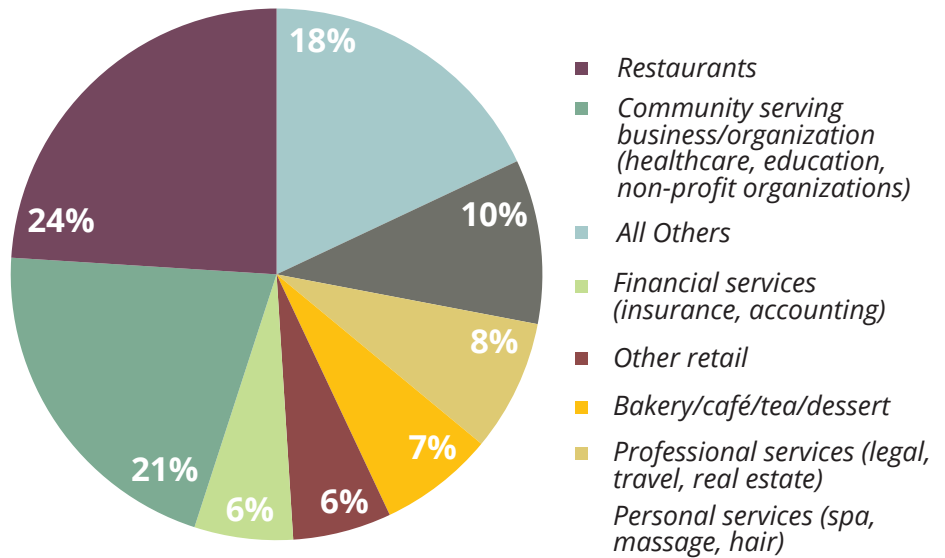
Chinatown

While best known for its dining scene, Chinatown is a cultural business district with a wide range of goods and services. Small businesses* with shared Asian cultural identities create a concentrated cluster, or an agglomeration economy, which serves the region. A diverse clientele includes a unique mix of tourists, residents, and local visitors from the region, as well as a mix of incomes, languages, and cultural backgrounds. Overall, existing conditions and trends suggest growth, rising challenges, and a shifting regional role.

Chinatown has a concentration of 380 small businesses, 309 of which are south of Vine Street in Chinatown Core. Historically, the business district has been characterized by independently operated microbusinesses (defined as having 10 or fewer Full Time Equivalen (FTE) employees). In the business survey, half of respondents employ less than five full-time employees and five part-time employees.

Historically, Asian immigrants were barred from many occupations due to racial discrimination and language barriers. As a result, the Chinese immigrants who established Chinatown turned to entrepreneurship and manual labor jobs for survival. Following changing immigration patterns in the 2000s, a new wave of immigrant and/or Asian entrepreneurs became business owners driving growth. These entrepreneurs tend to be younger and more educated. In the business survey, 84% of respondents identified as having Asian owners.

Figure 16: Businesses and Community-Based Organizations in Chinatown



Source: Sojourner Consulting, Urban Partners



Shopper at the butcher counter inside a Chinatown supermarket

Source: Sojourner Consulting

*The Small Business Administration (SBA) defines a small business as an independent business having fewer than 500 employees.



Small Business Characteristics

Chinatown businesses often cater to specific cultural and/or language preferences. According to the business survey, Asians, people who live nearby, and Chinese-speaking customers are the overall primary customer base.

- 76% of respondents said that most of their customers are Chinese and/or Asian,
- 42% of respondents said that all or most of their clients are nearby residents, and
- 50% of respondents said that all or most of their clients prefer to speak Chinese.

This Asian customer base provides a significant income source, heavily influencing business models. In focus groups and interviews, participants described Asian patrons as more

likely to be motivated by a desire to maintain or learn their culture. The types of goods and services they demand also tend to drive profit margins and a sense of cultural authenticity. According to the intercept survey and focus groups, Asians and/or Chinese-speaking patrons are most likely to view Chinatown as a one-stop shop where they make multiple stops to access goods or services in their language and culture. As noted in the Transportation section, the intercept survey found that the grocery store was the most common reason a visitor prolonged a trip. Interviews and focus groups also affirmed grocery stores as anchor destinations.

The successes of businesses who rely on Asian customers are contingent on Chinatown’s cultural identity and its ability to

draw a critical mass of specific customers. As a result, they are highly interdependent with each other and the perceived cultural identity of the neighborhood.

Other small businesses, particularly food, hospitality, and service businesses, rely on a broader customer base. The business inventory identified characteristics which reflect such “crossover appeal,” including acceptance of credit cards, presence of English language in business signage, and social media presence.

The mix of businesses with cross-over appeal and businesses which serve a more Asian-dominated customer base drive complementary foot traffic to the district. For example, the typical Cantonese bakery and boba tea shop share an



View of a supermarket at the corner on Cherry Street. Business displays, loading/pickup activities, and shoppers often crowd the sidewalk in Chinatown, Source: City of Philadelphia



overlapping customer pool which generates additional traffic for both businesses. Chinatown also contains a dynamic mix of established and new businesses. Approximately half of the small businesses have been operating for at least 10 years, while 29% have opened in the last five years. The mix of cultural appeal with legacy and newer businesses contributes to a distinct sense of place, making Chinatown a desirable destination for both locals and out-of-town visitors.

Growth, Diversification and Demographic Shifts

Key trends in Chinatown also include the growth and diversification of businesses, as well as the increasing significance of Asian youth as a primary customer base.

Based on Urban Partner's business inventory in Chinatown compared against a 2014 business inventory taken by the Philadelphia Chinatown Development Corporation, there

has been a significant increase in the number of small businesses between 2014–2023, most of which opened in Chinatown Core. The 2023 business inventory totaled 380 small businesses in Chinatown, 177 of which opened after 2014 (Table 10: Inventory of Chinatown Businesses by Type, 2023). While restaurants added the highest number of new businesses, personal services and professional services added the most by sector proportion (68% and 65% opened after 2014).



View of the corner of 11th and Spring Streets in Chinatown. Cultural groups such as the Greater Philadelphia United Chinese American Chamber of Commerce, whose signage is visible, are frequently housed in the upper levels of mixed-use buildings

Source: BJH Advisors



Figure 17 shows the sectors with the highest percentage of new growth to be the bakery/café/tea/dessert, closely followed by personal services.

The business inventory also found that there has been an increase in the number of franchise businesses,* particularly in the fast-casual restaurant and Bakery/café/tea/dessert categories. This is a significant departure from historical trends and may be due to changing mindsets as well as the increased costs of establishing

a business in Chinatown. Some small business owners view franchises as an access point to business ownership. However, focus group participants observed that they often rely on pre-made products, requiring less skill and labor, and may replace businesses and jobs that preserve intangible cultural heritage.

Finally, Chinatown has become a citywide hub for Asian youth. In a focus group with youth and community leaders, participants noted that youth

come to Chinatown daily to visit businesses and participate in programs. Youth demand likely contributed to a 66% growth of snack and dessert shops, where this population tends to gather, from 2014 to 2023, or 21 new businesses.

*Small businesses where the local owners obtain licenses from established national or international companies to use their brand, products, and operations for a fee.

Table 10: Inventory of Chinatown Businesses by Type and Sub-Area, 2023

Business Types	Total Number of Businesses	Opened After 2014	% Opened After 2014
Restaurants	85	47	55.3%
Personal services (spa, massage, hair)	50	34	68.0%
Other non-retail business	47	17	36.2%
Professional services (legal, travel, real estate)	40	26	65.0%
Bakery/café/tea/dessert	32	12	37.5%
Other retail	30	13	43.3%
Financial services (insurance, accounting)	29	15	51.7%
Public parking	25	0	0.0%
Wholesale (food, restaurant equipment)	13	1	7.7%
Supermarket/grocery	12	6	50.0%
Hotel	9	5	55.6%
Manufacturing	5	1	20.0%
Industrial	3	0	0.0%
Grand Total	380	177	46.6%

Source: Urban Partners, 2023



Rising Costs, Traffic and Parking, and Safety Concerns

In the past ten years, businesses have encountered significant challenges which the COVID-19 pandemic exacerbated. Pre-pandemic, businesses were already facing sharp increases in rent, property taxes, and use and occupancy costs. An analysis of property tax increases in the Sociodemographic section finds that from 2014 to 2023, the median real estate tax for mixed-use properties, where most small businesses are located, increased by 68%. In interviews, property owners noted that commercial lease structures commonly pass tax increases to tenants.

In addition to property taxes, commercial property owners must pay Use & Occupancy (U&O) taxes. A total of 187 properties in Chinatown Core and Chinatown North/Callowhill paid U&O taxes annually from 2015 to 2023. During this time, the median net U&O taxes paid rose from \$2,316 to \$3,393, a 46.5% increase. In comparison, the Market East portion of the Study Area hosted 68 properties that paid a median net U&O tax of \$15,571 in 2015 and \$17,390 in 2023, a 11.7% increase.

Along with the rest of the city, Chinatown experienced prolonged pandemic-related closures. However, Chinatown businesses experienced depressed revenues for months before closures began in March 2020. While city-wide closures have ended, businesses continue to face significant challenges related to increased cost of labor and materials, reliance on food delivery apps, and traffic and parking challenges. Increases in food delivery traffic and safety concerns, which have increased auto-dependency, have exacerbated traffic and parking challenges. Based on data from surveys, focus groups, and interviews, Chinatown's



View of 10th Street corridor in Chinatown facing north. A worker is pushing a hand truck with a crate of goods down the street
Source: Sojourner Consulting



customer base is heavily auto dependent. Half of the business survey respondents reported that most of their customers arrive in private cars, while only 8% said most of their customers arrive by SEPTA or by foot. The rest of the respondents (42%) said their customers use a variety of modes (car, SEPTA, bike, rideshare, walk). Based on survey responses, the racial and ethnic composition of customers do not factor into how customers travel to Chinatown. Grocery shopping as a primary visitor activity may further contribute to auto dependency.

While Chinatown was previously known for its safety and as a popular late-night destination, an increase in safety concerns has led to decreased foot traffic, particularly at night. Safety was a primary concern discussed in small business focus groups

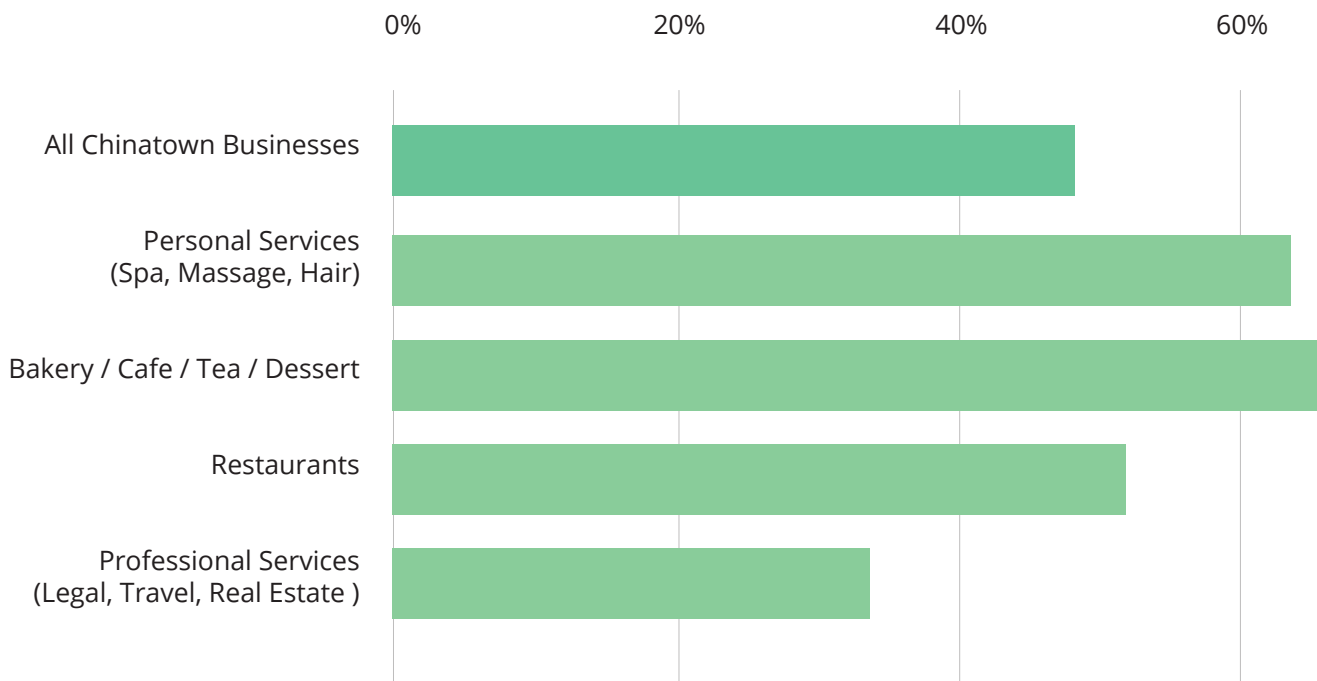
and viewed as one of the main barriers to recovery.

Some owners view recent closures as reflective of the increased risk of doing business in Chinatown. Since 2014, the business survey counted 88 closures, including 27 restaurants. Most of the vacated storefronts are now occupied by new businesses, although 23 remain vacant as of 2023. In addition, according to a local business leader, aspiring entrepreneurs are increasingly unable to access business opportunities in Chinatown due to the need for significant start-up capital compared to ten years ago (Interview with Property Owner 4).

Conclusion

In the past ten years, the overall trajectory of Chinatown small businesses has been growth and adaptation. A wave of new immigrant entrepreneurs and workers has bolstered small business growth, supported ownership transitions, and sustained the local cultural identity. However, the COVID-19 pandemic and the resulting transformation of the business environment has taken a heavy toll on small businesses. Despite growth trends, small business owners expressed an overall sense of eroding business viability, a lagging pandemic recovery, and an inability to sustain further financial loss. Some of these challenges are reflected in the rise of franchises, which offer new pathways to opportunities as well as threats to intangible cultural heritage assets.

Figure 17: Businesses in Chinatown Core, 2023



Source: Urban Partners, 2023



Chinatown Small Business Net Benefits Analysis

The Consulting Team conducted a detailed analysis to assess the potential economic benefits for Chinatown's small businesses from the Arena. This analysis examines the types of local businesses, their operating hours, and the auto-dependency of their visitors as inputs into a net-benefit model.

While increased foot traffic may lead to greater net economic benefit to those businesses that are better positioned to cater to new arena-induced visitors, other businesses

may experience a net negative economic benefit due to the nature of their business or their current operation models.

We developed the following model to understand varying degrees of net economic benefit based on three key factors. We've limited this analysis to businesses in Chinatown Core, which are most likely to experience the greatest impacts.

Step 1: We identified the compatibility of Chinatown businesses with new arena-induced visitors. Based on survey, focus group, and interview findings, we know there is a group whose business model is dependent on the unique cultural identity of the community. To determine crossover appeal we assumed a number of key business operations including business types: English-only signage, customer payment options (ability to accept credit card), delivery/pickup service for food businesses, and social media marketing presence. A "high-medium-low" designation was applied to each business in this category based on the criteria. Certain sub-sectors* were automatically assigned a "low" designation.

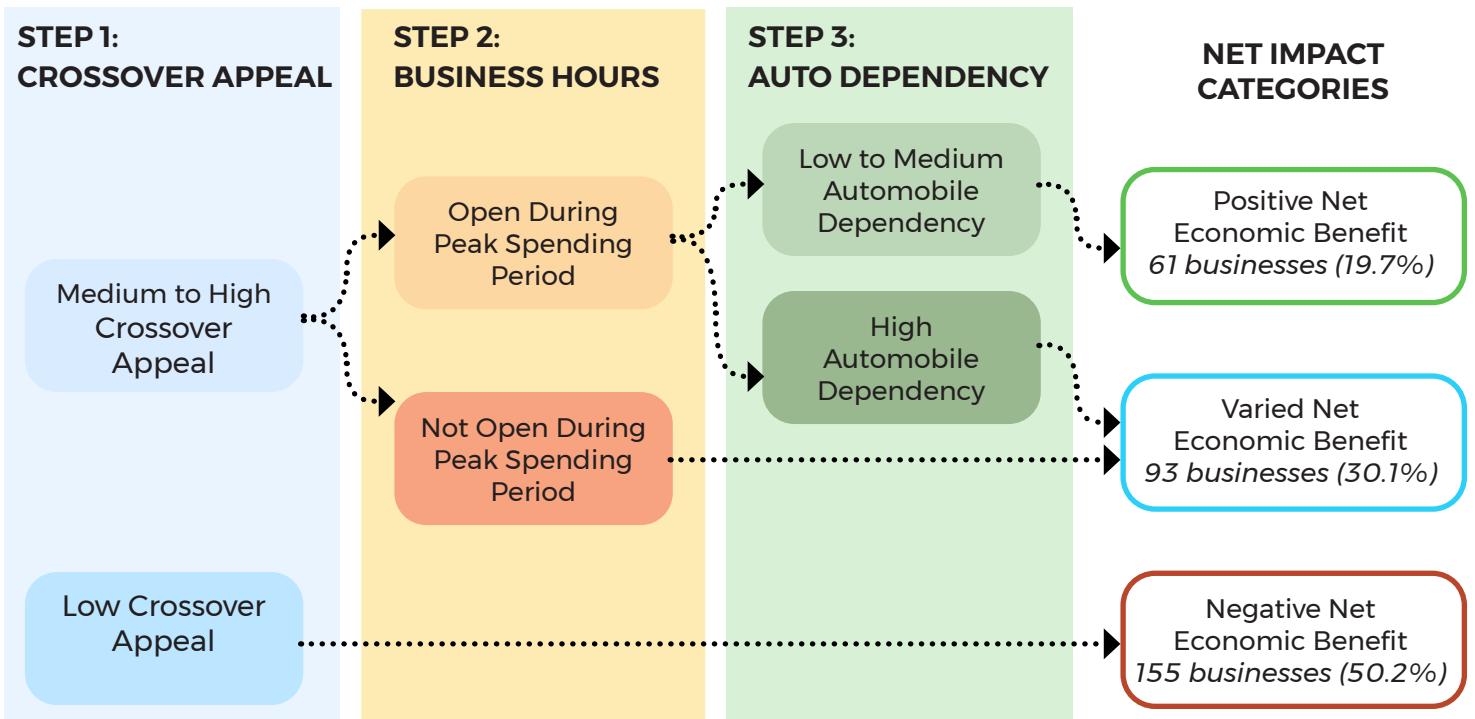
Step 2: Using advertised business operating hours, we identified the overlap of operating hours to peak pre- and post-game/event hours (i.e., 5:30 to 7 p.m. for pre-game and 9:30 to 11 p.m. for post-game) and windows of time when out-of-facility spending of Arena visitors are most likely to occur (5 to 6:30 p.m. and 10 p.m. to midnight on game/event days). We assumed that in order to capture the economic benefit of new customers coming to Chinatown because of the Arena, the businesses must be open during the peak out-of-facility spending windows. The designation of "open" or "closed" was applied to each business in this category.

Step 3: Using business survey responses and comments gathered from small business focus groups, we assessed the automobile dependency of each small business' current customer base. For businesses with a customer base with a higher dependency on private cars, we anticipate that benefits generated by new arena-motivated visitors may be offset by the loss of existing customers who stay away from Chinatown due to increased vehicular traffic, parking difficulties, or perception of such challenges. Again, a "high-medium-low" designation was applied to each business in this category.

*Accounting, dental office, eastern medicine, engineering/construction, funeral services, insurance, international shipping, investment consulting, legal services, media, specialist pharmacy, real estate services, translation services, travel agency, and wholesale.



Figure 18: Chinatown Net Benefits Analysis



As illustrated by Figure 18, at each stage, businesses that match certain characteristics are automatically sorted into impact categories. In the first stage, all businesses that receive a low crossover appeal designation are moved into the negative net benefit

category without considering other factors. In the second stage, we only evaluate medium-high crossover businesses for opening hours, while all businesses that are closed during peak spending hours are moved into the varied net benefit category.

In the third stage, we evaluate businesses that are open, and sort them into their respective categories based on auto-dependency.



Interior view of Reading Terminal Market and its many vendors, Source: Sojourner Consulting



Using the above analysis, we evaluate the likely economic benefit that each Chinatown business will receive from the proposed Arena and the ancillary out-of-venue expenditures from

arena-motivated visitors. Below are three categories of likely economic benefit:

Positive Net Economic Benefit

Businesses that exhibit compatibility with new growth in customers and will receive net positive benefit if support is provided to offset losses.

- Criteria for designation: Medium to high crossover appeal, low to medium automobile dependency, business hours that align with arena visitor spending windows.

Example: A bar that stays open until 1 a.m., offers delivery/pickup service and non-cash payment options, and regularly markets on social media. The primary customer base for this restaurant is not highly dependent on private automobiles and the business model is not closely tied to Chinatown's cultural identity. Spending from arena-driven visitors would represent a significant increase in revenue.

Varied Net Economic Benefit

There are two groups of businesses that fit into this category. First, businesses that exhibit compatibility with new growth but their business hours do not align with arena visitor spending windows. Second, businesses that exhibit compatibility with new growth but are heavily reliant on customer bases using private automobiles. As a result, significant change in their business model is required in order to offset losses. Faced with these changes, some businesses will adapt, and others will not be able or willing to adapt. Most of these businesses will eventually move into the Positive or Negative categories.

- Criteria for designation: business hours that do not align with arena visitor spending windows; or medium to high crossover appeal but high automobile dependency.

Example: A hot pot restaurant that stays open until 3:30 a.m., offers delivery/pickup service and non-cash payment options, and regularly markets on social media. The business model is built on a deeply cultural dining experience but packaged in a way that appeals to a broader audience. The regular customer base, however, is highly dependent on private automobiles. The disruptions related to arena operations will erode the regular, car-dependent customer base that may seek alternative locations in the region.

Net-Negative Benefit

Businesses that have low crossover appeal and will see no new customers from the Arena. The successes of these businesses are contingent on Chinatown's cultural identity and they are highly interdependent with each other. As a result even businesses which are not open during peak event hours will eventually be impacted. For these businesses, the absence of economic gains from arena-driven visitors to offset the decline of Chinatown as a cultural commercial hub will result in net negative economic impact.

- Criteria for designation: low crossover appeal

Example: A lawyer's office assisting clients in navigating the legal realm with bilingual and culturally competent services. This office is intricately tied to Chinatown's cultural identity and does not have significant appeal to a broader client base. Though this office is closed at peak pre- and post-game/ event hours, its business volume will be negatively impacted if other businesses in the cultural district lose regular customers. The regular clients, for example, that bundle a legal appointment with grocery shopping and dinner at a local restaurant may seek alternative locations in the region if one or more of these trip drivers is affected.



Table 11 illustrates the anticipated net economic benefit ranges by sectors. Notably, we expect 38% of the restaurants will see positive net economic benefits, while another 42% will see varied net economic benefits and 19% will see net-negative benefits. Based on our analysis, Chinatown businesses in the community services, professional services, and wholesale sectors exhibit low crossover appeal and are highly dependent on private automobiles; therefore, all businesses in these sectors fall into the net negative segment.

Of the 155 Chinatown businesses that are expected to receive a net-negative economic impact, 89 (57.4%) of them are legacy enterprises, or businesses that have been operating since 2014 or earlier. They include the following business types:

Professional Services	25
Financial Services	9
Restaurant	7
Retail	8
Healthcare	9
Personal Services	6
Bakery/Cafe/Tea/Dessert	9
Supermarket/grocery	6
Non-Retail	3
Wholesale	3
Community Services	2

In summary, from an economic lens, about half (50.2%) of Chinatown businesses are positioned to experience net-negative economic benefit, 19.7% will experience positive benefit, and 30.1% will experience varied benefits and eventually move to a net positive or negative category. Our analysis indicates that the primary factors influencing economic gains from the Arena

are: the crossover appeal of the business and its operating model, the customer demographic, and auto-dependency. A majority (57.4%) of businesses least positioned to enjoy economic benefits consisting of legacy establishments closely aligned with Chinatown's system goals (as detailed in the System Relationships and Tipping Points section below).

Table 11: Anticipated Net Benefits by Business Sectors, Chinatown Core

Sector	Positive Net Economic Benefit	Varied Net Economic Benefit	Net-Negative Benefit
Entertainment	50%	50%	0%
Financial Services	0%	10%	90%
Food			
Bakery/Cafe/Tea/Dessert	53%	10%	37%
Restaurant	38%	42%	19%
Healthcare	0%	33%	67%
Hotel	100%	0%	0%
Non-Retail	13%	25%	63%
Personal Services	0%	71%	29%
Professional Services	0%	0%	100%
Retail	17%	37%	47%
Supermarket/grocery	8%	8%	83%
Wholesale	0%	0%	100%
Overall Net Benefits	19.7%	30.1%	50.2%

Source: Sojourner Consulting, Urban Partners



Potential Impacts

Overall, the analysis indicated that small business owners, especially in Chinatown Core, would experience potential losses due to the Arena. Some focus group participants recognized that the Arena would bring more customers to local businesses, which would potentially translate to increases in economic activity. However, these potential benefits are limited and might be outweighed by loss of existing customers. Most of Chinatown small businesses are defined by particular cultural and/or language identities, and many of them are not positioned to appeal to a mainstream customer base. Repositioning these businesses to benefit from future arena demand would require significant and unlikely transformations. This understanding informs the Chinatown small business net benefit analysis, described above, which found that only one out of five (19.7%) small businesses are expected to receive positive net economic benefit from the Arena, approximately half (50.2%) will experience a negative net economic benefit and 30.1% will see varied levels of limited economic benefit.

In Market East, most interviewed businesses and property owners saw the potential for net positive impacts given certain conditions. Stakeholders representing larger or institutional interests, such as representatives from the Convention Center and Jefferson Health, saw the primary value being one of indirect impact, due to their business's dependency on the Study Area's safety and pedestrian environment. They stressed that planning and public sector support will be critical to manage transportation impacts and address existing safety concerns. In a focus group with Washington Square West



View of Best Season, a clothing tailor business, on the corner of 10th and Winter Streets in Chinatown, Source: Sojourner Consulting

business owners in the Midtown Village district, some small businesses felt that the positive benefits could be similar to the current impact from Convention Center events. Arena events would bring similar spikes of people which would benefit local bars and restaurants. Yet, they also emphasized that this would not happen in isolation, as conditions of the built environment and the area surrounding the Arena would ultimately influence foot traffic to small businesses.

For small businesses in Chinatown and Washington Square West, these spikes of economic activity associated with event days were ultimately not seen as beneficial unless they would be so significant as to outweigh the loss of regular customers. Focus group participants expressed concerns about potential dead zones around the Arena on non-event days. In particular, most Chinatown business owners negatively viewed the majority of

potential economic changes to the Study Area and felt they would lead to the indirect displacement of small businesses and the residents, workers, and frequent visitors on which these small businesses rely.

Small business focus groups and particularly Chinatown small business owners also expressed concerns about a potential mismatch of event times and business hours. They noted that solely relying on the Arena for economic activity would not bring in a steady flow of customers to the neighborhood, creating difficulties in operational planning and disrupting current business models. As one Chinatown small business owner explained,

“What’s the point of having a spike in the economy if it doesn’t stay that way... So you had events, bursts of income, and then you went flat?” (Chinatown Business Focus Group 1)



Furthermore, because of traffic and parking disruptions on event days, small business owners were concerned that they could lose their regular customers in the process, resulting in a net loss. Residents in the focus groups echoed this concern, expressing that they would most likely avoid visiting local businesses during event days.

According to the Chinatown small business survey, approximately a quarter (24.4%) of small business owners currently own their businesses; thus, a majority of small business owners in Chinatown are vulnerable to rent increases. Business owners expressed concerns that property values would increase due to the Arena, which would further exacerbate rent and U&O tax increases. One small business owner expressed that with

these rent increases, the small businesses would leave and be replaced by better capitalized businesses and franchises, a trend that is already occurring in the Study Area:

“The small guys can't afford it. The big guys come in, you know, it's the same thing as residents, they're gonna have to move out.”
(Chinatown Business Focus Group 1).

The Arena would also potentially impact employment opportunities in Chinatown, a jobs center for low-income LEP individuals. In focus groups, workers expressed concerns that the new businesses may not be accessible places of employment for LEP workers.

One worker who identified as Latino shared that “those that understand and speak English

well without an interpreter” would benefit the most from the new businesses as they would not experience potential language barriers to seeking employment.” (Latino Residents Focus Group, translated from Spanish.)

In summary, Market East and Washington Square West businesses may experience indirect positive benefit due to the Arena if transportation and safety challenges are addressed. Chinatown businesses would be at greater risk of negative impact and indirect displacement. In particular, legacy businesses and businesses which lack crossover appeal to mainstream customers may be especially at risk.



View of Luen Fong Food and Produce, a wholesaler and distributor business located at 928 Winter Street in Chinatown, Source: Sojourner Consulting

TUCK HING CO.
馨 218 德
貨雜西中
CHINESE GROCERIES

Little Saigon
Cafe
267-639-3421

西貢仔
正宗越南牛肉粉

SAVE CHINATOWN
保护费城华埠
NO ARENA
反对篮球馆

SAVE CHINATOWN
保护费城华埠
NO ARENA
反对篮球馆

View of business storefronts on west side of 10th Street corridor in Chinatown facing north, Source: Sojourner Consulting



3. Cultural Assets and Community Services

This section describes the Study Area’s physical and intangible cultural and historic assets as well as its community services. Many of these assets are significant not only to the neighborhoods in which they are located, but to the greater city of Philadelphia and the country. This section concludes with a summary of the potential impacts of the proposed Project on these assets and community services.



Existing Conditions and Trends

Cultural Assets

As most of the Study Area is part of the original planned city of Philadelphia, it contains many cultural and historic assets. The Study Area also contains buildings on the National and Philadelphia Registers of Historic Places, three National or Philadelphia Historic Districts, including the national Callowhill Industrial Historic District, and four sites listed as National Historic Landmarks. There are also notable cultural sites and fixtures that are significant to the Chinatown community.

The Philadelphia Historical Commission protects properties listed on the Philadelphia Register of Historic Places by reviewing all building and demolition permit applications to ensure compliance with historic preservation standards.

Chinatown North/Callowhill

While there are only a handful of sites on the Philadelphia Register in Chinatown North/Callowhill, this area contains the Callowhill Industrial Historic District, which is on the National Register of Historic Places. Roughly bounded by Pearl Street to the south, North Broad Street to the west,

Hamilton Street in the north, and part of the Reading Railroad Viaduct. This district contains 31 contributing buildings, one contributing structure (the viaduct), and one contributing site.

Part of the historic Reading Railroad Viaduct has been recently developed into the Rail Park, which is a public space that hosts cultural and community programming. The full vision for the Rail Park is a three-mile greenway developed from historic rail lines across 10+ neighborhoods in Philadelphia, including a larger section of the Viaduct that extends through Callowhill east into Northern Liberties.

Chinatown Core

Chinatown Core is rich in cultural heritage sites, encompassing a variety of historically and culturally significant locations. Noteworthy sites include buildings listed on both the Philadelphia and National Register of Historic Places, such as the Arch Street Opera House (also known as the Trocadero Theatre) and the building at 125 N 10th Street, which once housed the Chinatown

YMCA and now serves as the Chinese Community and Cultural Center. Additionally, iconic landmarks such as the Friendship Arch at 10th and Arch Street stand as prominent features in the neighborhood.

Other important sites include 913 Race Street, historically significant as the location of the first Chinese laundry founded in 1870. Some buildings, owned by Chinese family associations and recognized on the Philadelphia Register of Historic Places, exhibit a distinctive architectural blend of Western and Chinese styles, further highlighting their cultural and historical importance to the community.

In addition, Chinatown contains a number of museums and art galleries, including the Fabric Workshop and Museum and Vox Populi. The African American Museum of Philadelphia is located in the area as well, although it is slated to relocate to the Benjamin Franklin Parkway.

Market East

Market East contains the edge of two historic districts: the Chestnut Street East Commercial historic district on the Philadelphia



Register of Historic Places (Chestnut Street from 9th through 6th Streets) and the East Center City Commercial Historic District on the National Register. The upper edge of the East Center City Commercial Historic District includes Chestnut Street from 13th through 7th Streets and also extends up to Filbert Street between 9th and 7th Streets. The Market East/Washington Square West area includes 287 contributing buildings in this district, with a southern boundary of Walnut Street that extends down to Locust at 11th Street.

There are several large-scale historic sites on the Philadelphia and National Registers of Historic Places within Market East, including the Wanamaker Building at 1300 Market Street and the former Strawbridge and Clothier headquarters at 8th and Market. These sites reflect the transformation of Market Street from the city's original outdoor market to its primary retail corridor. Notably, four sites are also on the list of National Historic Landmarks, meaning that they tell stories that are important to the history of the entire nation,

not just local communities or states. They are City Hall, the Masonic Temple at 1 North Broad Street, the Philadelphia Savings Fund Society (PSFS) building at 12th and Market (now the Loews Philadelphia Hotel), and Reading Terminal and Train Shed where the Reading Terminal Market is housed.

The Reading Terminal Market functions as a vibrant multi-cultural and economic asset which supports food-related cultural heritage and has been noted as a unique public space for its diversity of visitors. Reading Terminal Market houses over 80 owner-operated vendors many of whom are local and minority-owned businesses. The Market is known for the diversity and authenticity of these businesses, especially for a cluster of Pennsylvania Dutch merchants that sell prepared foods and produce. The Market also serves as an important food access site for the whole city, and it is believed to be the single largest redemption site of Supplemental Nutrition Assistance Program (SNAP) and Electronic Benefits Transfer (EBT) benefits in the

entire state.

Reading Terminal is distinguished by its identity as a local food market. When filling vacancies in the market, it prioritizes growers and purveyors of local and regional produce. The market maintains a policy that no more than a third of its vendors can be businesses that primarily sell food intended for immediate consumption on site. The fishmongers, butchers, and produce vendors are the lifeblood of the market, and they rely on a local shopper base from across the city. Produce vendors noted that they rely on shoppers who drive in because of the size of purchases.

Tourists and regional visitors are also a key part of sustaining the Market, which is the most heavily visited destination in the Philadelphia region and serves as a significant draw for hosting conventions in Philadelphia. Recently, the Market started functioning as an event space in the evening hours, hosting up to 4,000 people per event, providing an additional revenue stream for the Market.



The site in between 1010 and 1026 Arch Street is an asphalt parking lot that formerly was used for bus access to the Greyhound station. View on Cuthbert Street facing east, Source: City of Philadelphia



The Market is open 7 days a week from 8 a.m. to 6 p.m. In an interview with a representative from the Market, they estimate the pre-pandemic modal split for visitors was 20–25% driving, 30% pedestrian, and 30% public transit. The representative noted that most of the attendees at evening events drive to the Market. The Market's loading dock, which is shared with the Hilton Garden Inn, experiences heavier traffic on weekdays between 6 a.m. and 3 p.m. and evenings when there are after-hour events from 5 p.m. until late night. Construction and improvements to individual stalls in the Market are ongoing and typically occur in the evening hours.

Closures on Filbert Street are a concern for the vendors because the Market loading dock exit is located on this street. According to the interviewed representative, during the renovation of the 1100 block of Filbert Street, the vendors of Reading Terminal Market sustained a negative impact due to closure of the street. The renovation of the Market was partly undertaken to facilitate

the closure of the street for events. However, such closures are implemented sparingly to minimize the impact on vendors.

The COVID-19 pandemic significantly altered visitor patterns at the Market. Prior to the COVID-19 pandemic, peak visitor hours were concentrated during lunchtime, between 11 a.m. and 1 p.m. With the shift towards remote work, the flow of visitors has become more evenly distributed throughout the day. This change in foot traffic patterns has also affected the perceived safety in the surrounding neighborhood, as lower pedestrian activity tends to reduce the sense of security. Additionally, the decrease in pedestrians has made the presence and interactions with the homeless population in Center City more visible.

In response to these challenges, the Market has increased its investment in security measures and is actively coordinating with homeless outreach services to address these concerns effectively.

Washington Square West

Washington Square West has a rich array of cultural and historic assets, most of which are located south of the Study Area. Jewelers' Row, the oldest diamond district in the country and home to over 300 retailers, wholesalers, and craftspeople is concentrated between 7th to 8th Street and Chestnut and Walnut Streets. The center of the diamond district, the 700 block of Sansom Street, is the site of the introduction of the row house to the United States, where previously houses had been built individually. In 2015 a proposed high-rise residential tower on this block catalyzed steps to preserve its architectural and cultural heritage. At the time, the district was already beginning to experience redevelopment and displacement of existing renters and craftspeople. Additionally, at the time of publication, an application to designate a Washington Square West Historic District was recommended for approval by the Philadelphia Historical Commission's Committee on Historic Designation. It awaits review by the Historical Commission.



10th Street in Chinatown facing north. The street is often closed for events, Source: Sojourner Consulting



Chinatown: Intangible Cultural Heritage (ICH)

Chinatown is unique as a place-based, cultural community with social, commercial, and cultural networks that help pass down traditions over generations. UNESCO's World Heritage Convention defines such places as "historic urban landscapes" that contain and support intangible cultural heritage (ICH). ICH includes oral traditions, performing arts, social practices, rituals, festive events, knowledge, and practices concerning nature and the universe or the knowledge and skills used to produce traditional crafts. Other places are using this concept to guide their preservation efforts. For example, the City of Vancouver is preparing an application to UNESCO for Vancouver Chinatown to be designated as a World Heritage site. The Philadelphia Historical Commission is piloting a cultural resources survey process in North Philadelphia.

ICH shifts the focus on cultural preservation from physical objects and documentation to supporting the people who are stewards of a living heritage and the processes that pass down. This perspective was highlighted in findings from focus groups, interviews, and a literature review which emphasized the critical role of Chinatown's walkable urban layout, close-knit social networks, and robust organizational structures in sustaining and transmitting its heritage. Despite the presence of Asian goods and communities throughout the city, Chinatown maintains its uniqueness as a hub where cultural heritage is actively developed, shared, and preserved. This uniqueness is further enhanced by its central location, excellent walkability, and accessibility, attributes that stakeholders noted are not as pronounced in other Asian centers in the city.

As Chinatown has limited public space, its community organizations, small businesses, streets, and sidewalks are important cultural spaces. For example, many of the annual festivals take place on the streets of Chinatown. Family, regional, and business associations celebrate traditions through public rituals and festivals by hosting banquets around holidays such as the Lunar New Year. They also provide social, recreational, and cultural activities for their members, such as mah-jong, singing, and dance clubs, often hosted in association-owned, mixed-use buildings with ground floor commercial space. In addition, religious organizations and schools support the intergenerational transmission of many cultural traditions.

Chinatown Religious Organizations

Chinatown is home to several Asian religious organizations, including: The Buddhist Tzu Chi Foundation, Chinese Christian Church and Center, Chinese Gospel Church, Fo Shou Temple, Holy Redeemer Chinese Catholic Church and School, and Wai Kwong Tao Tak Temple. These organizations are important sites for the practice of Cantonese and Mandarin dialects, Chinese cultural traditions, and many types of rituals. The two largest organizations, Chinese Christian

Church and Center (CCCnC) and Holy Redeemer, are also historically significant in the development of the Chinatown community, as they were both founded or dedicated in 1941. CCCnC was originally founded as a community center, and Holy Redeemer is the first Catholic Church built in the United States specifically for Chinese Catholics. The preservation of Holy Redeemer was a major catalyst for the Save Chinatown movement in the 1960s, which

was also locally known as the Save the Church movement. Religious organizations are also a significant driver of visitors to Chinatown. The combined weekly attendance of CCCnC and Holy Redeemer alone brings about 950 people to the neighborhood every Sunday based on attendance estimates from the churches.



Intangible Cultural Heritage (ICH) Examples

We identified examples of ICH assets based on previous documentation, focus group conversations, and a property inventory. This is a small sample of the ICH assets in the community.



TRADITIONAL CRAFTSMANSHIP

- Supermarkets that support culinary traditions through offering specific food and preparations of seafood and meats
- Many restaurants and small businesses that preserve food preparation and artisanal food manufacturing techniques, e.g. Cantonese bakeries that prepare egg tarts
- Wholesalers/distributors, suppliers, and manufacturers that provide specialized goods for restaurants and other businesses throughout the region



ORAL TRADITIONS AND EXPRESSIONS

- **Eleven** family, regional, and business associations who often come from the same regions, share regional dialects and traditions, and/or share family surnames or ancestry
- FACTS Charter School provides Mandarin Chinese instruction and an appreciation of cultural heritage
- Asian Americans United is a nonprofit focused on Asian culture, organizing, and youth leadership
- Holy Redeemer Elementary School supports transmission of language and other cultural traditions



PERFORMING ARTS

- **Two** martial arts or lion dance studios, Philadelphia Wing Chun Kung Fu and Cheung's Hung Gar Kung Fu Lion Dance Studio
- Philadelphia Suns youth organization maintains a lion dance troupe



SOCIAL PRACTICES, RITUALS AND FESTIVE EVENTS

- **15-20** community-wide events a year, including nine annual festivals
- **Six** Asian religious organizations that support cultural traditions and religious practices, as well as practice of Cantonese and Mandarin dialects



KNOWLEDGE AND PRACTICES CONCERNING NATURE AND THE UNIVERSE

- **Five** Eastern medicine practitioners, including herbalists and acupuncturists



Cultural games on display at the annual Mid-Autumn Festival in Chinatown which draws families, youth, and visitors from across the region and is organized by Asian Americans United, Source: Sojourner Consulting



Cultural Events and Celebrations

Community-based organizations (CBOs) collectively host 15–20 community-wide events per year which can draw up to 20,000 visitors for one event. These events, typically street festivals which take place in Chinatown Core, provide an important opportunity to celebrate traditions, promote cultural exchange, and strengthen community relationships. Since Chinatown lacks public space to accommodate such events, most events require street closures.

Annual festivals include:

- 1. **Lunar New Year midnight parade:** January/February, 1,500 people
- 2. **Lunar New Year:** 2 to 3 other events throughout January/February, 10,000–15,000 people
- 3. **Hoyu Folk Festival:** July/August, 10,000 people
- 4. **Chinese Independence Day:** September 21
- 5. **Mid-Autumn Festival:** September/October, 7,500 people
- 6. **Chinatown Yeshi Night Market:** October, 20,000 people
- 7. **National Day flag raising:** October 1
- 8. **Summer Carnival:** June, 300 people
- 9. **Harvest Festival:** October/November, 150 people

From this small sampling of assets, it is clear that Philadelphia Chinatown is rich in intangible cultural heritage. This list also offers a window into how Chinatown operates as a living cultural community. As Philadelphia evolves, Chinatown serves as a central cultural hub where newcomers can engage with and enrich its heritage. This interaction helps Chinatown continually grow and embrace new perspectives. Likewise, as the

city's population shifts, Chinatown remains a key place for cultural exchange in Center City.

In recent years, other cultural neighborhoods in Philadelphia, like Africatown and the Gayborhood, have sought to learn from Chinatown and emulate its successes in economic revitalization, community organizing, and addressing infrastructure challenges.

As Chinatown's culture is rooted in a historically marginalized identity, its preservation also has a social justice dimension. As the last remaining community of color in Center City, it has great meaning for many organizers and residents of other gentrifying communities.



The Chinatown Friendship Gate at the corner of 10th and Arch Streets is a key neighborhood landmark which was constructed by Chinese artisans from Tianjin, China, Philadelphia's Sister City, Source: City of Philadelphia



Community Services and Facilities

With the significant exception of Jefferson Health and a small number of healthcare and social service facilities, most of the community services in the Study Area are located in Chinatown, which historically lacked public community facilities and services like schools, libraries, and recreation centers. As a result of community-driven advocacy, Chinatown has become a hub for culturally and linguistically competent services particularly for Chinese speakers, who come from across the region for help. The Study Area also contains a concentration of services for the city's homeless population and other local non-profit entities that serve individuals from across the city. Many of these services are publicly funded.

Based on focus groups and interviews, community-based institutions and services are thriving, expanding, and diversifying their membership to include more LEP Latinos, Mandarin-speaking Chinese, and other Asian ethnic groups. While Cantonese-speaking Chinese are aging, their numbers are replenished by these other populations. For example, Chinatown Learning Center, a preschool and afterschool program, expanded its capacity when it relocated to the Crane Community Center in 2021 and is now serving increasing numbers of LEP Latino families.

Overall, community-based organizations and community serving businesses are growing in number, particularly those that focus on children, youth, and families. The increase of Asians in the city and region, and Chinatown's role as a hub for this population, are potential drivers of this growth. Since 2014, 10 new

CBOs and community-serving businesses have opened in Chinatown Core and Chinatown North/Callowhill, representing 17% of all such entities in Chinatown. These include civic organizations/associations, childcare centers, two art/dance/music studios, and a senior care center. Most of this category focuses on LEP immigrants or Asians and provides linguistic

and/or culturally competent services. There are many smaller, informal cultural groups that are hosted or supported by larger organizations and which are not reflected in the inventory. These groups carry out activities across the region, but Chinatown acts as a vital hub of coordination, connection, and resources.



Ground mural on 10th St. Plaza by an artist Chenlin Cai, painted in 2021, Source: BJH Advisors

58 community organizations and community-serving businesses in Chinatown Core and Chinatown North/Callowhill.

10 new entities opened since 2014.

27 CBOs (68%) own their own properties.



Class for children at the Crane Community Center in Chinatown, Source PCDC

Fire protection

The fire company Engine 20 and Ladder 23 is located on 10th and Cherry Streets, approximately one block from the proposed Arena. Based on an interview with a representative of the fire company, the main routes taken by engines and ladders going north and south are on 7th, 8th, 10th, and 11th Streets, routes and intersections which arena traffic will impact. Traffic impact of the Arena on Fire Engine 20 and Ladder 23 is being analyzed by the City as part of their ongoing TIS analysis.

Library

The Independence Library branch of the Free Library of Philadelphia is located on 7th Street between Market and Ranstead Streets, and serves Society Hill, Old City, Chinatown, Washington Square West, and Queen Village neighborhoods. It is the only Free Library branch in Center City east of Broad Street. The branch

design includes notable Asian elements and houses the Barbara Gittings Gay/Lesbian Collection as well as a collection of Chinese-language materials.

Homeless Services

The Study Area hosts a concentration of homeless services. The City's Office of Homeless Services conducts most service intake assessments at two Center City sites, one of which is located adjacent to the Study Area at Broad and Cherry Street. Jefferson University Hospital serves as a primary source of health care for this population. The Study Area includes many other community facilities that provide services to the homeless population, including three emergency shelters and transitional housing sites serving homeless men (Bethesda Project's My Brother's Place, Philadelphia House, and St. John's Hospice/Good Shepherd), one shelter serving homeless

families (Salvation Army Eliza Shirley House), and one site providing daily meals (Chosen 300 Ministries). Most of these sites also provide case management, mailrooms, counseling, and other day services, sometimes serving as many as 375 people a day. In addition, the Study Area is adjacent to the Hub of Hope, an 11,000-square-foot service center which is located in the Suburban Station concourse and operated by the non-profit Project HOME in partnership with SEPTA and the City of Philadelphia.

Health Services

The Study Area contains and is adjacent to healthcare serving the larger region including Jefferson Health, a non-profit healthcare system whose Center City campus is located on the southern border of the Study Area between 8th and 11th Streets and Chestnut and Locust Streets. This campus contains multiple clinical and academic buildings, including



its flagship hospital Thomas Jefferson University Hospital, a level-one trauma center, and Wills Eye Hospital. Further north in the Study Area, Jefferson also has two outpatient offices in Chinatown. Jefferson became the only hospital system in the Study Area following the 2019 closure of Hahnemann University Hospital on the western border of the Study Area. As a result, Jefferson’s role as a major safety net for vulnerable populations increased. It is estimated to be the largest source of Medicaid reimbursements in the state. As described in the Safety and Pedestrian Environment section (page 103), Jefferson is primarily concerned with maintaining a safe environment for staff, patients, families, and students. Parking impacts are also an ongoing concern, as staff and patient transportation modes have shifted towards automobiles and away from public transit.

The Jefferson Emergency Room entrance is located on 10th and Sansom Streets, one block south of the Study Area and two blocks south of the proposed arena site. Jefferson is conducting its own assessment of emergency vehicle routes to understand potential traffic impacts on trauma center access and an analysis of patient origins and routes to understand transportation impacts on patients and families.

Temple University’s School of Podiatry’s Foot and Ankle Clinic is located inside the Study Area in Chinatown.

Several other health facilities in the Study Area focus on Asians and populations who experience additional language and cultural barriers to healthcare access. They include:

- Four (4) Federally Qualified Health Centers (FQHCs) which provide services to any patient regardless of their ability to pay: Public Health Management Corporation’s Care Clinic (bilingual Spanish/English); Greater Philadelphia Health Action (GPHA)’s Chinatown Medical Services, which has historically served a majority Asian patient population with medical, dental, and behavioral healthcare services; Philadelphia FIGHT Pediatrics; and Youth Health Empowerment Project (Y-HEP) that are located in Market East
- PCDC’s on-site clinics for services including vaccines, health screenings, and health education
- Holy Redeemer Catholic Church’s volunteer-operated medical clinic (once a week)



Line for services at the Crane Community Center in Chinatown at the corner of 10th and Vine Streets. The Crane is a new center for recreation, programs, and social services, Source: PCDC



Community resource table in Chinatown hosted by Philadelphia Chinatown Development Corporation (PCDC), Source: PCDC

In Chinatown Core, the bulk of the health services provided are independent western medical providers that offer services in Chinese and other Asian languages, in addition to five Eastern medicine service providers. Specifically, there are three dentists, an internal medicine doctor, a gastroenterologist, a pregnancy center, two pharmacies, two physical therapy centers, and a medical equipment company.

There are also several significant healthcare and social services located in Washington Square West. These include Pennsylvania Hospital and a number of services for the LGBTQ community such as the Mazzoni Center, which provides a broad range of healthcare and other services focused on the LGBTQ population.

Educational Facilities

There are nine early childhood education and after-school facilities in the Study Area. Five of these facilities are located

in Chinatown Core and four of the five have a particular focus on Asian families and provide bilingual care. As such, there is demand for these services from Asian immigrants and Asian American families throughout the city.

The Study Area is served by five public schools: General George A. McCall School (K–8), Folk Arts-Cultural Treasures Charter School (FACTS) (K–8), Mathematics Civics & Sciences Charter School of Philadelphia, Inc., Freire Charter Middle School and Benjamin Franklin High School (9–12). McCall and Franklin are not located in the Study Area but serve as the local neighborhood schools. In addition, Holy Redeemer Elementary School (K–8), and Roman Catholic High School are private schools located in the Study Area. FACTS and Holy Redeemer were founded to serve a significant immigrant and/ or LEP Asian student population, and maintain close ties to the community.

Other Language and Culturally Competent Services

Other community facilities in the Study Area provide Chinese language or culturally competent services to a citywide Asian immigrant and Asian American population, particularly youth, LEP immigrants, low-income people, and seniors. They also serve low-income residents across all racial groups in the Study Area and the city. For example, from July 2022 to 2023, Philadelphia Chinatown Development Corporation's (PCDC) social services program provided over 2,000 clients with public benefits assistance. Out of the reported responses, 12% were residents of the 19107 Study Area zip code, and the rest were distributed across 44 zip codes throughout the city. The top three other reported zip codes of origin were: 14% from 19148 (south Philadelphia), 10% from 19120 (north Philadelphia), and 7% from 19149 (northeast Philadelphia). Historically, in the absence of public services for many populations, non-profit



organizations have stepped in to provide necessary services, utilizing public funding as one of several revenue sources. Below is a small sample of these organizations and facilities.

- **Children and youth:** Youth services in Chinatown draw Asian youth from all over the city. In the intercept survey, youth respondents from 12 to 17 years of age cited Chinese Christian Church and Center (CCCnC) and Crane Community Center as the two most important destinations for them. CCCnC operates several community programs, including the Philadelphia Suns, a youth basketball and leadership program. PCDC operates programs based in the Crane, including an out of school time (OST) youth program as part of the City's continuum of youth prevention programs. Other organizations which serve youth include Asian Americans United, a co-founder of the FACTS Charter School, and Asian Arts Initiative.

- **LEP, immigrants and/or low-income people:** PCDC is the largest non-profit social service provider for Chinese-speaking, LEP individuals in the region. Its services include housing counseling, public benefits assistance, and emergency food services. PCDC estimates that it serves over 3,000 people annually, including clients through its housing counseling program and public benefits assistance services, English as a second language (ESL) program, and the Volunteer Income Tax Assistance (VITA) program, an IRS tax preparation initiative for underserved populations. PCDC is also an important pathway to connect LEP community members with other City of Philadelphia services. In addition to serving as the Registered Community Organization (RCO) for zoning matters in the community, PCDC is a Neighborhood Advisory Committee (NAC) which helps residents learn about city programs and services. PCDC provides a unique service as there is no other RCO/NAC in the city that focuses on Chinese language access.

- **Seniors:** In addition to having several housing facilities for seniors in and near the Study Area, several facilities provide onsite services for seniors, particularly Chinese-speaking seniors. On Lok Senior Services Center has nearly 2,000 members from Chinatown and across the region. It provides daily recreation, education and fitness activities, a free lunch program, general resources, and public benefits application assistance. There are three adult day care centers focused on serving Chinese-speaking seniors in Chinatown. In the cultural assets focus group, community members noted how the resident senior population in Chinatown and the services available for seniors help drive visitors to Chinatown, as extended families come to visit regularly and also visit cultural businesses and institutions.

This list represents a summary of key services and is not comprehensive.



Groundbreaking of the Crane Chinatown, a mixed-use building including a community center in 2015, Source: PCDC

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Entrance to a Chinatown family association on 10th Street. Source: Sojourner Consulting



Potential Impacts

Cultural Assets

While many of the cultural and historic sites have designations that provide recognition and some protection from the proposed Project's potential impact, others do not. Regarding 1010 and 1026 Arch Street, two historic cultural assets adjacent to the proposed Project which are both on the Philadelphia Register of Historic Places, an architectural analysis is recommended to understand how these two structures may experience impacts during construction. This study should include documentation of the existing condition of the properties and a construction period protection plan if warranted.

With respect to Reading Terminal Market, the proposed arena events will overlap with the end of the Market's weekday hours, weekend hours, and weekday evening private event and construction hours. Peak arena event traffic may impact these operations, particularly for evening events and construction activities, which primarily depend on automobile use. Given the Market's significance and potential Project impact, more analysis of traffic impact, particularly related to the Filbert Street closure and temporary street closures, is recommended.

As noted, the Study Area is rich in intangible cultural heritage (ICH). Unlike historic sites, which can be designated for recognition and protection from development, intangible cultural heritage assets are not well-documented, and lack policy pathways to formal recognition or protections.

In 2023, the National Trust for Historic Preservation included



*Philadelphia Suns preparing to perform a traditional lion dance at 10th Street Plaza. Vine Street Expressway and the connections to/from I-95 highway are visible in the background
Source: Sojourner Consulting*

Philadelphia Chinatown on its annual list of America's 11 Most Endangered Historic Places. In its announcement, the organization called for protection of place-based communities such as Chinatown against cultural erasure, which they defined as "the gradual disappearance of community landmarks that help tell the story of those who've called a place home, along with the loss of treasured local businesses, restaurants, customs, and traditions." Citing a history of "inequitable land use planning decisions" in Chinatown, they noted the proposed Project as a key reason for including the neighborhood on the list.

While the Project would not lead to direct displacement of cultural assets, based on focus groups, interviews and a partial site inventory assessment, there is a potential for indirect

impact to anchor institutions and major cultural events that support the transmission of ICH. Since preserving ICH relies on intergenerational transmission, places which support seniors and youth are particularly important.

Other potential secondary impacts are explored in the System Dynamics and Tipping Points section below.

Given the lack of conservation policy and connectivity to other analytical areas, the proposed Arena has the potential for a significant indirect impact on Chinatown's intangible cultural assets. Whether or not the Project moves forward, the City may benefit from a comprehensive survey of assets and development of a ICH conservation policy and plan.

Community Services

The proposed Project will not directly affect any physical community facilities or access to them. However, since pre-event traffic hours coincide with key travel times and hours of operations for some community services, transportation, traffic and parking impacts may result in potential indirect impacts to some community services, particularly as many users are also auto-dependent. As a result, there is a potential impact on access to key health, education, and social services for certain vulnerable populations. In addition, the proposed Project also includes 395 new residential units whose residents may increase demand for certain service providers and community facilities.

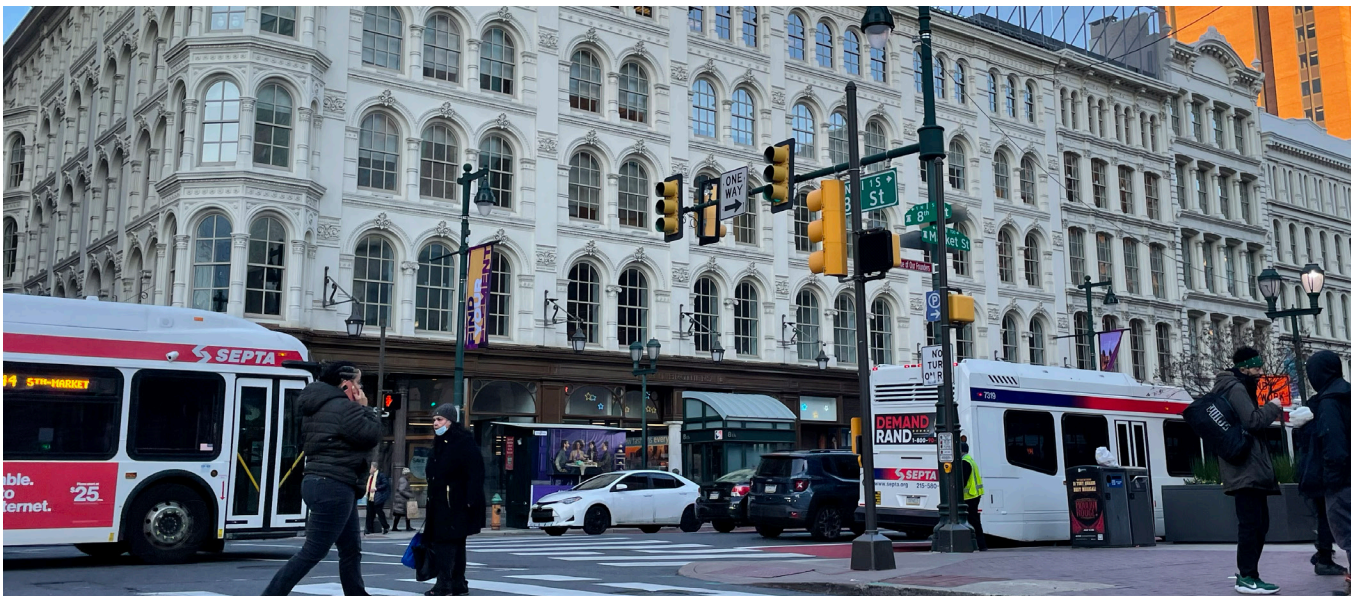
With respect to healthcare services, many providers in Chinatown cater to local residents and regular visitors who are Asian and LEP. As community-serving businesses, both of these culturally competent business models are vulnerable to negative impacts on small businesses from the proposed Project since the majority of these businesses have extremely low crossover appeal

among arena patrons. In the small business net impact analysis, 67% of healthcare businesses in Chinatown Core had limited compatibility with the Arena project. In the long term, the potential loss of these healthcare businesses could impact access to health care for residents. Many of these health providers offer evening and/or weekend hours for medical services, which would coincide with the proposed Project's peak event hours. For example, the clinic at Holy Redeemer operates every Wednesday from 5–8 p.m.

With respect to early childhood education and youth programs, arrival and departure times currently coincide with the proposed Project's peak traffic hours. Using the 2016 School Aged Children multiplier for multi-family 5+ units provided by the Delaware Valley Regional Planning Commission, the proposed Project's residential component could introduce 48 children from five to 13 years old and 16 children from 14 to 17 years old into the Study Area. Because McCall School is the only neighborhood school for the

Study Area, it would be mandated to absorb all 48 elementary and middle school students if necessary.

Chinatown contains a unique concentration of linguistically and culturally relevant services for the Asian population in the region. In focus group discussions with community-based organizations, service providers noted that they depend on the perception of Chinatown as a cultural center to attract their participants. Many Chinatown organizations choose their locations to be close or accessible to their members or clients who may be spread across the region. Based on Sojourner knowledge, language and culturally competent service providers are also difficult to develop due to their specialized labor force, and cannot be easily replaced. As a result, indirect Project impacts may reduce access to these linguistically and culturally competent services for Asian and LEP populations. This may also lead to further Asian residential loss in the Study Area.



View of 8th and Market Street in Market East, facing north, Source: Sojourner Consulting



4. Safety and Pedestrian Environment

This section focuses on existing conditions related to crime, safety, and the pedestrian environment in the Study Area, and the Arena’s potential impact on these factors.

Existing Conditions and Trends

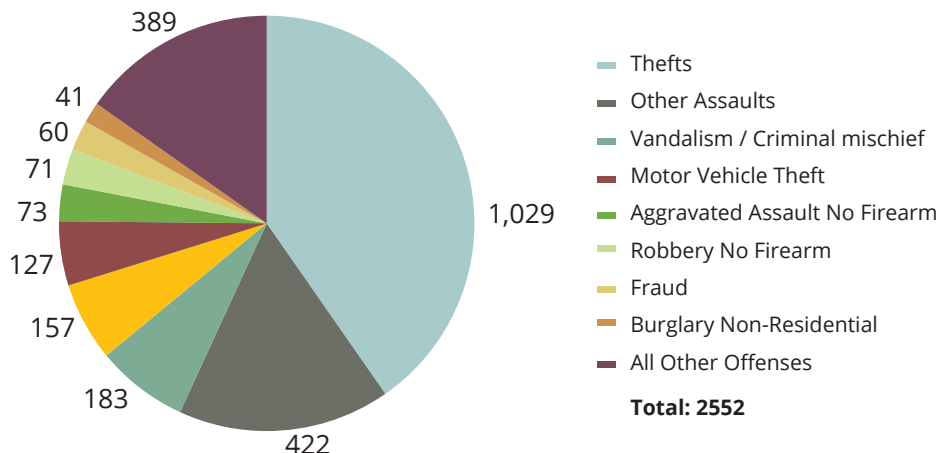
Crime

A review of crime data in the Study Area shows that thefts, other assaults, vandalism/ criminal mischief, theft from vehicle, and motor vehicle theft were the most common types of crime incidents in 2023 (see Figure 19). This generally aligns with stakeholder discussions in focus groups and interviews.

Incidents of crime, when an officer was dispatched, have been decreasing over the last ten years in both the Study Area and the City of Philadelphia (Figure 20). As noted by stakeholders in focus groups and interviews, crime incidents often go unreported if the victim is Asian or an immigrant, as there is a cultural tendency against reporting. Immigrants or LEP individuals may also experience barriers related to language, culture, immigration status, and lack of understanding of the crime reporting process and resources. One resident shared:

“There’s a lot of senior population in Chinatown, they don’t speak English. They’re afraid of causing ‘mah fan’ [Chinese word for inconvenience]. They don’t want to inconvenience

Figure 19: Crime Incidents in the Study Area - 2023



Source: City of Philadelphia Open Data: Crime Incidents <https://data.phila.gov/visualizations/crime-incidents>, 2023

other people so they don’t report it. They get pushed over, they get their stuff stolen. They don’t report it. These are misdemeanor crimes by outsiders coming in. They don’t report it...that’s the cultural thing.”
(Chinatown Residents Focus Group 1.)

Some Chinatown business owners noted that even while crime incidents have been increasing in their businesses, due to lagging police response time, they no longer report many of these crimes (Chinatown Businesses Focus Group 1). The high number of vacancies in the Philadelphia Police Department may be a contributing factor to increased response time and/or underreporting, as suggested by focus groups.

Stakeholders also shared that witnessing or being a victim of a crime can impact mental health and well-being. For example, one small business owner who had experienced previous criminal incidents in his business shared:

“When the person is walking in, you don’t know if the person is going to mean you harm. So,

that stress level automatically just jumps... even though it’s a petty crime, you know, you still feel that sense of being violated, that goes back to the mental health and well-being of the individual working there... from how do you unload your car to other things that just affects you.”
(Chinatown Business Focus Group 2.)

Residents and workers have also reported changing their behavior to avoid being on the sidewalk at nighttime. One resident shared:

“The majority of [Hispanics] look for a job during the daytime because at night we run many risks; being assaulted, working all day just to be robbed of our earnings. On top of that, being a woman... many Hispanics try to find a job during the daytime and also a place in which other Hispanics work there so they can support one another.”
(Chinatown Residents Focus Group, translated from Spanish.)

The same person shared that she was robbed twice in the span of two weeks, held at gunpoint, and went to therapy to address the trauma.



Perception of Crime and Safety

While Center City and the Study Area are comparatively safer than the city at large, community members in focus groups and interviews perceived an increase in crime which was not reflected in the crime data, possibly due to underreporting. The recent relocation of the 6th Police District outside the neighborhood, combined with an overall reduction in police personnel, has contributed to a perception of increase in crime and longer 911 response times in Chinatown. Stakeholders expressed concerns that the absence of the district station may create a sense of permissiveness for criminal activities to occur.

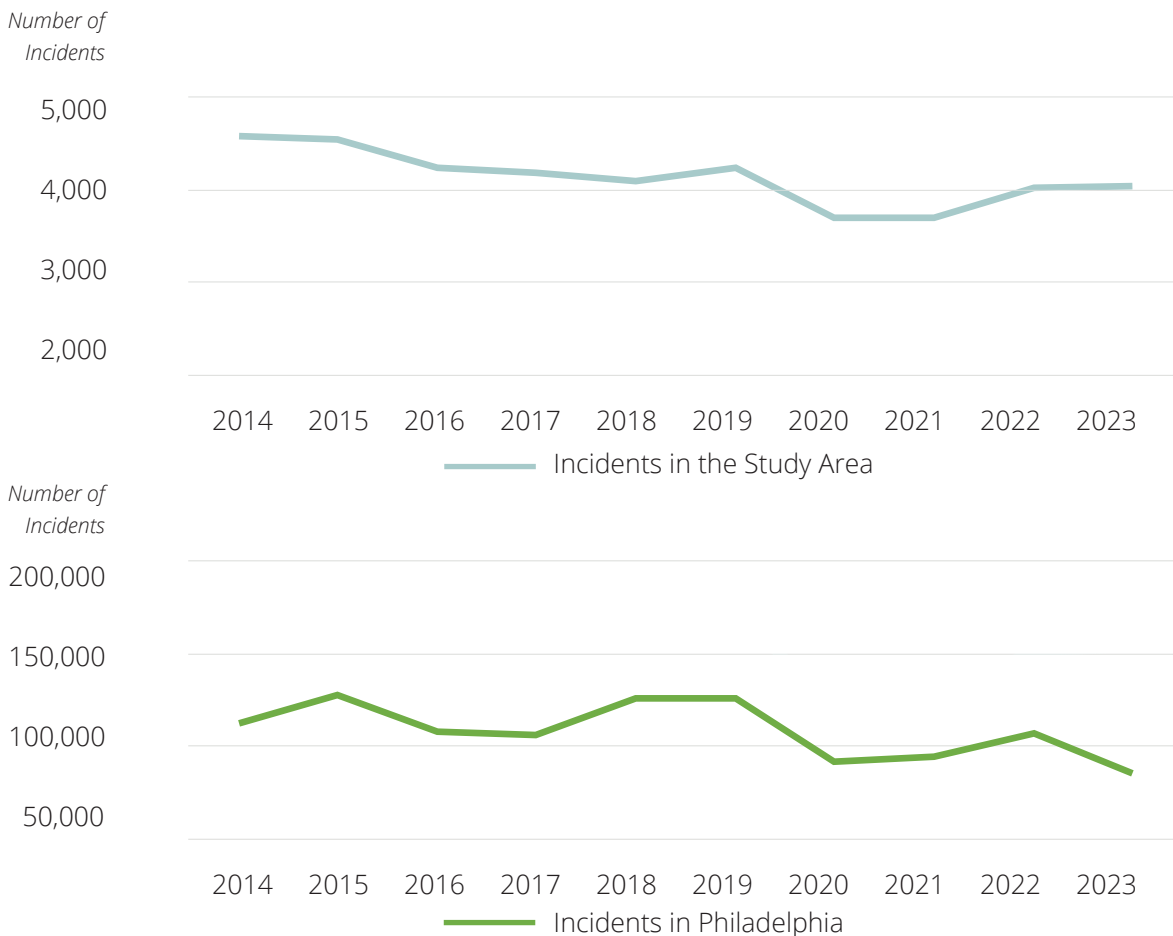
In Chinatown, particularly in Chinatown Core, the community perceived increases in theft, assaults, property damage, and robberies, while Market East stakeholders felt there was an increase in theft and assaults. Focus group participants cited examples of recent crime incidents they had personally witnessed or experienced. Businesses reported experiencing an increase in theft and assault.

Crime and/or the perception of it has also impacted local businesses. Landlords and property owners partly attribute the closures of some regional and national brands, such as Wawa

and Target, to increased retail theft, limited law enforcement intervention, and safety concerns for employees. According to stakeholder interviews and focus groups, regardless of Study Area crime rates, perception of increased crime in the City overall has become a major deterrent for visitors to the Study Area from outside of Philadelphia.

In response to safety concerns and to compensate for a perceived drop in capacity by the Philadelphia Police Department (PPD), large commercial institutions have significantly increased their private security efforts.

Figure 20: Crime Incidents Over Time in the Study Area and Philadelphia



Source: <https://data.phila.gov/visualizations/crime-incidents>, 2023



For example, Reading Terminal has more than doubled its security budget to control this issue, and the Convention Center also noted significant investment in private security. A Fashion District representative noted that retailers may have their own security in addition to “a very large deployment” of mall security.

Large commercial institutions do not have enforcement authority, but they regularly coordinate with PPD, SEPTA police, and street outreach workers. Center City District noted that the police and private security forces now meet on a weekly basis to share information and coordinate efforts around Center City safety.

Businesses impacted by crime during the COVID-19 pandemic continue to be affected by the perception of a lack of safety. According to an interview with Jefferson Hospital representatives, during the pandemic closures, Jefferson’s Center City campus experienced a significant loss of personnel due to safety concerns. Most of their administrative staff have not fully returned to working in the office due to continued safety concerns.

Data collected in surveys, focus groups, and interviews surfaced perceptions unique to Asians and other subgroups with particular vulnerabilities. This may be influenced by increased anti-Asian violence and sentiment since the COVID-19 pandemic. Relevant factors include:

- Sense of physical vulnerability (i.e. women, children, youth, elderly, and homeless).
- Sense of cultural vulnerability (i.e. immigrants and LEPs). Factors include the perceived prevalence of gun violence in the U.S. and the sense of sanctuary when in familiar cultural settings.
- Sense of racial vulnerability which has increased after the rise in anti-Asian discrimination and violence during the COVID-19 pandemic. Asians across the surveys, focus groups, and interviews report feeling less safe than before the COVID-19 pandemic.

While elderly Asians and LEP immigrants are extremely sensitive to perceptions of safety, they are also more likely to feel that Chinatown is a safe haven. As one immigrant stakeholder said,

“I got into like three fights in my first week of school in this country. Chinatown was the place I could go back to and just be safe, be myself for a little bit. Without being cautious, you know.” (Interview with Property Owner 4)

Although Figure 21 does not indicate an increasing trend in overall crime within the Study Area or in Philadelphia, it does reveal a significant spike in incidents related to the Asian American and Pacific Islander (AAPI) community, as reported to the Philadelphia Civil Rights Rapid Response Team in 2021. This increase may be attributed to COVID-19-related fear and/or anger.

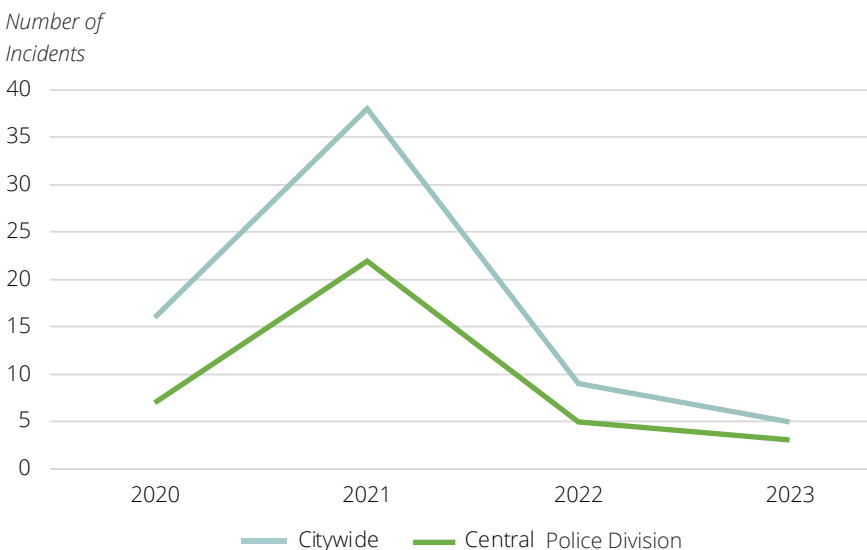
Due to cultural and language differences, LEP Asian Immigrants tend to associate the recent increase in non-Asian pedestrians in the area as a threat to their safe haven. The heightened anti-Asian violence has made it difficult for local residents to decipher if a person from outside of their community has ill intentions.

Safety was identified as a high priority in the intercept survey responses. To the question, “What would cause you to leave or stop coming to Chinatown?” the top response (67%) said “Favorite business(es) shut down,” and the second highest response (43%) was “If it does not feel safe.”

Across surveys, focus groups, and interviews, stakeholders noted that their perception of safety has already affected their travel decisions and trips.

The visible presence of individuals who are homeless and/or suffer from mental health or substance abuse issues also influences the perception of safety. The Study Area has four homeless shelters,

Figure 21: AAPI Hate Crime and Bias Incidents Reported to the Philadelphia Civil Rights Rapid Response Team



Source: Philadelphia Commission on Human Relations



three of which are in Chinatown, and the Study Area is adjacent to other key service sites such as two homeless service intake centers and the Hub of Hope service center. Based on an interview with Center City District (CCD) — which tracks the homeless population — and focus group observations, this homeless population has also significantly increased in the Study Area. According to CCD, while the number of homeless people is no greater in the Study Area than in Center City West, they may be more visible due to lower pedestrian activity in the Study Area. Stakeholders in Washington Square West noted a significant increase in the presence of individuals who suffer from mental health or substance abuse issues. Some stakeholders

attribute this to the expansion of the open-air drug market in Kensington which is linked to the Study Area through the Market-Frankford subway line.

It is important to note that homeless individuals are more likely to be victims rather than perpetrators of crimes. However, interviewees and focus group members observed that the increasing proportion of homeless people with mental health or substance abuse issues introduces an additional perceived element of risk for pedestrians in the Study Area. Stakeholders noted that there have been an increasing number of incidents where homeless individuals have acted erratically, aggressively or have attacked

people inside small businesses, or on the sidewalk. One resident noted:

“The closer I get to Market Street the less comfortable I feel...The further I get north the less comfortable I am just because there are a number of people, mainly destitute, on the streets increases as you come this way. And there’s a lot of mental health issues.” (Washington Square West Residents Focus Group.)

While institutions in Market East have increased or developed private security forces with a focus on outreach and moving the homeless population into The homeless population has particularly grown around services, this may displace homeless individuals, moving them toward Chinatown and Washington Square West.



View of 10th and Cherry Street in Chinatown, facing north
Source: BJH Advisors

“I feel like youth would have a harder time to navigate that situation. Like even recently, I was walking in Chinatown, I think last night, and some people in a car used slur words at me just driving by. And it’s like, it’s still happening now, you know, even though we’ve passed ‘that

(Chinatown Youth Focus Group)



the transit station areas. In an interview with SEPTA, the representative noted that the Study Area contained “hotspot” stations, particularly along the Market–Frankford line. According to stakeholder focus groups and interviews, the presence of this population deters riders and pedestrians from using public transit or visiting the area.

SEPTA has invested significant resources into outreach to this population and to improve the perception of safety. SEPTA’s Scope Program employs 50 social workers who work closely with outreach-trained SEPTA staff and transit police to build relationships with homeless individuals. SEPTA’s general goal

is to move those with mental health or substance abuse issues into treatment and, if necessary, initiate a peaceful removal if they are not complying with the agency code of conduct. Despite significant efforts, the issue persists.

Since Jefferson Hospital is now the only tertiary medical facility in the Study Area after the closure of Hahnemann Hospital, its emergency room serves as the primary healthcare resource for homeless individuals in the area. Representatives expressed concerns that the presence of this population deters other patients due to perceived safety issues. According to the representatives, crime and safety concerns are

major deterrents for Jefferson staff to return to the office. They estimated there are 700 fewer workers in the administrative headquarters building compared to before the COVID-19 pandemic.

“I think Asians in general, I think we’re a target. We’re an easy target, we’re always kind of labeled, we’re not as physically big as other ethnic groups.”
(Chinatown Youth Focus Group)



View of the crossing of Vine Street westbound, facing east. Holy Redeemer Church and School and a crossing guard are visible on the left
Source: Sojourner Consulting



Pedestrian Environment

The Study Area, especially Market East, faces significant challenges related to its pedestrian environment. According to the last Market East Strategic Plan published in 2009 by the Philadelphia City Planning Commission, long stretches of unbroken and opaque buildings create “dead zones” between centers of activity. Many key destinations are either inaccessible from Market Street or have their Market Street entrances locked, leading to diversion of pedestrian traffic to side streets. As a result, existing pedestrian activity is not concentrated, failing to foster a sense of vitality and safety in the area. Additionally, the transit station entrances are spread out, exacerbating these challenges. While Chinatown and Washington Square West have vibrant pedestrian environments, the design of the adjacent development and infrastructure tends to separate these districts rather than connect them.

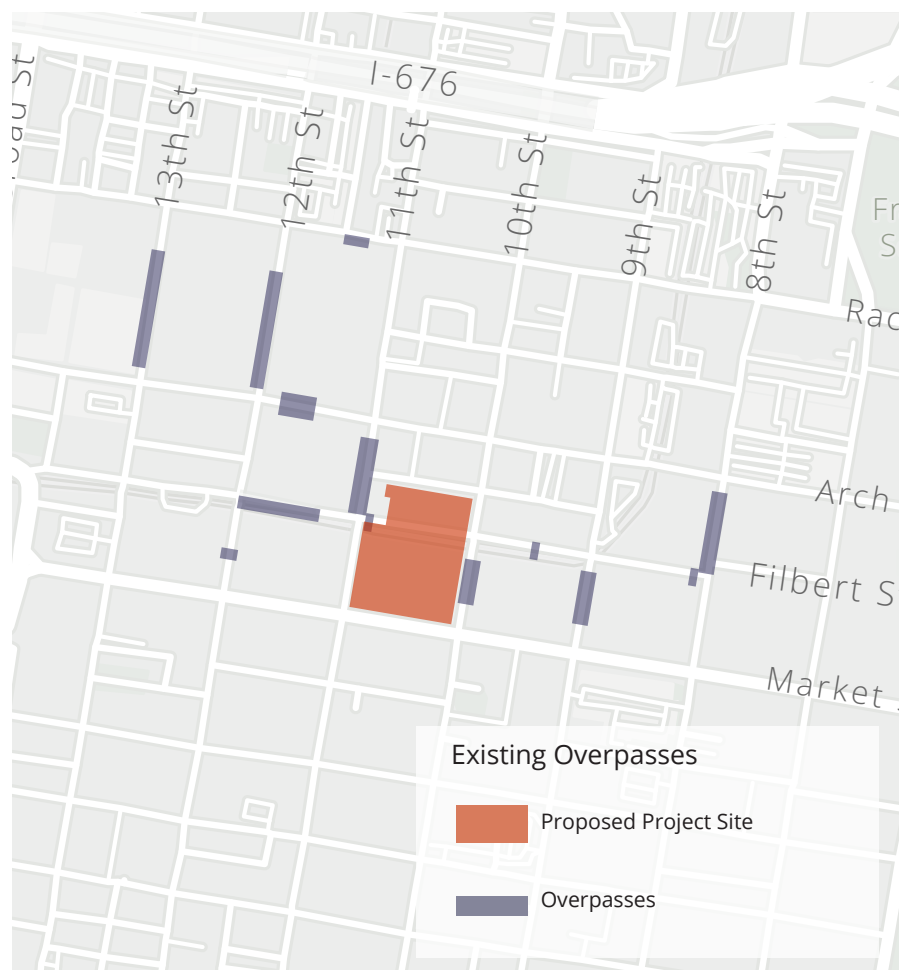
Poor streetscape conditions also contribute to pedestrian challenges, including lack of adequate pedestrian lighting, multiple pedestrian overpasses and underpasses hosting limited street-level activity, and local arteries which carry high-volume and high-speed traffic. Chinatown faces several challenges with its pedestrian infrastructure, particularly in Chinatown North/Callowhill and on the east side of Chinatown Core. These issues include narrow sidewalks, poorly maintained sidewalk conditions, obstructions that impede pedestrian flow, and disconnected sidewalk networks. Different parts of the Study Area have mismatched levels of pedestrian activity compared to overall capacity. In general, Market East was perceived as having significantly

more sidewalk and pedestrian capacity than current activity levels. According to stakeholders, Market East generally experiences more pedestrian activity during commuter hours in the morning and early evening and has limited pedestrian levels later in the evening and nighttime. In comparison, Chinatown and particularly Chinatown Core is seen as nearing or over capacity during some hours in the daytime, early evening until 8 p.m., and on the weekends. In Chinatown, sidewalk vendors and business activities also contribute to sidewalk congestion, since most businesses lack service alleys. However, since the COVID-19

pandemic, pedestrian activity is limited after 8 or 9 p.m., particularly on weekdays.

Stakeholders recognize the importance of improving pedestrian wayfinding and connectivity in order to increase foot traffic, economic vitality, and enhance the overall visitor experience. The large, single-use commercial buildings and multiple pedestrian overpasses divide Market East from surrounding neighborhoods to the north and south. For example, stakeholders across the Study Area commonly noted that they avoid walking around the Convention Center area. A SEPTA representative

Figure 22: Existing Overpasses around the Proposed Site



Source: Department of Planning and Development, City of Philadelphia



who works in the SEPTA office at 1234 Market Street noted that it is a mental barrier for her to walk north of Market Street (Interview with SEPTA), and a Callowhill resident who lived on the north side of Vine Street stated that she regularly went out of her way to walk around the building (Callowhill Focus Group). In addition, Jefferson Station, a key local and regional transit hub, lacks a visible and welcoming entrance which could

support wayfinding and increase connectivity.

However, new developments have supported positive trends. The expansion of Jefferson Health's campus and consolidation of its administrative offices have created a health services corridor on 11th Street between Market Street and the southern end of its campus at Locust Street. The development of GIANT Heirloom Market and the East Market

development, bounded by Market, 11th, Chestnut, and 12th Streets, has added residential towers and more resident-oriented amenities, attracting more diverse foot traffic to the Study Area. The East Market development is especially highlighted as a successful mixed-use project that creates midblock north-south connections and activates the pedestrian environment around it.



View of Market Street between 10th and 11th Streets facing east. The Fashion District is visible in the left, Source: City of Philadelphia



Potential Impacts

Stakeholders in Market East place a high priority on public safety as a key factor influencing the decisions of visitors, workers, and potential businesses who have other options. Although public safety is also a major concern in Chinatown and Washington Square West, stakeholders in these areas, including small business owners, have a more nuanced understanding of how safety might be affected by the proposed Arena. Most of the discussions about the Project's impact on safety in the Study Area were focused on arena events.

While detailed information on the proposed retail and housing components of the Project is limited, stakeholders from across the Study Area generally expressed positive views about the potential impact of new residential developments on safety. Some stakeholders also noted the challenges of operating retail businesses in general and highlighted that the proposed Project would replace existing key businesses in the Fashion District, such as the movie theater, which currently drives pedestrian traffic.

In focus groups, stakeholders saw a need for increased pedestrian activity in Market East that could particularly benefit small businesses in Washington Square West. They perceived Market East as needing more activity and having more overall capacity to host increased visitors, and they welcomed any uses that would make it more "alive" (Callowhill Focus Group). They repeatedly cited the East Market project as a model for new development with respect to its mix of uses and positive activation of sidewalks. One small business owner spoke about the loss of office workers since the COVID-19 pandemic and its impact on business traffic.



View of pedestrian underpass at 8th and Filbert Streets, Source: Sojourner Consulting

"When there are all these offices empty around you... those people go for lunch, and they come for happy hour and go shopping and hang around and make it more vibrant" (Midtown Village Business Focus Group).

However, while they saw the potential arena event traffic as an overall positive contribution to this goal, they also noted the inconsistencies of traffic as a potential negative safety factor on non-event days.

Stakeholders expressed concerns that arena events would bring large crowds and rowdy behavior to the more residential neighborhoods in Chinatown and Washington Square West. They expressed concerns about further degradation of the environment due to nuisance issues. One Callowhill resident noted:

"We already deal with trash, parking, and graffiti. And like passersby not caring for the neighborhood. I will say it is more of all of those four things." (Chinatown Community Organization Focus Group 2.)

Some interviewed stakeholders expressed that more police would be necessary to manage these issues, though others did not welcome additional police presence, which they saw as a risk.

In Chinatown, people expressed concern for the scale and type of arena event visitors and the impact they might have on more sensitive groups such as elderly, children, youth, LEP Asians, and/or immigrants. While Chinatown regularly hosts large community-wide events, multiple focus groups expressed concerns



about the differences in the timing, volume, and nature of the potential pedestrian traffic from arena events. For example, they characterized the overall number of potential visitors as overwhelming and perceived a risk in large groups of visitors who may see the neighborhood as a secondary destination or who may be passing through.

Sharp distinctions between pedestrian environments within the Study Area result in divergent perceptions of safety. The following factors provide additional context regarding community concerns in Chinatown.

Proximity of key uses and busy pedestrian routes

Currently, the former Greyhound station parcel on 10th and Filbert Street is located within the southern boundary of Chinatown. The Project proposes to develop over this parcel and Filbert Street, which currently serves as a transition zone between the Fashion District and the densest concentration of residents, businesses, and services in Chinatown. Due to the proximity of the Project, noise, congestion

and other potential issues would directly impact neighborhood residents, businesses and key travel routes.

Potential conflict of peak travel times for the community and arena events

Based on the travel survey and focus group responses, peak travel periods for arena events on weekday evenings and on weekends would directly conflict with peak travel times for the majority of Chinatown community stakeholder groups. In particular, the following groups would be impacted: families and children, seniors, youth, workers, and residents. Many of these include significant proportions of LEP immigrant, and/or Asian individuals who come to Chinatown for linguistic and culturally competent services and who are more likely to associate congestion with a negative impact on safety.

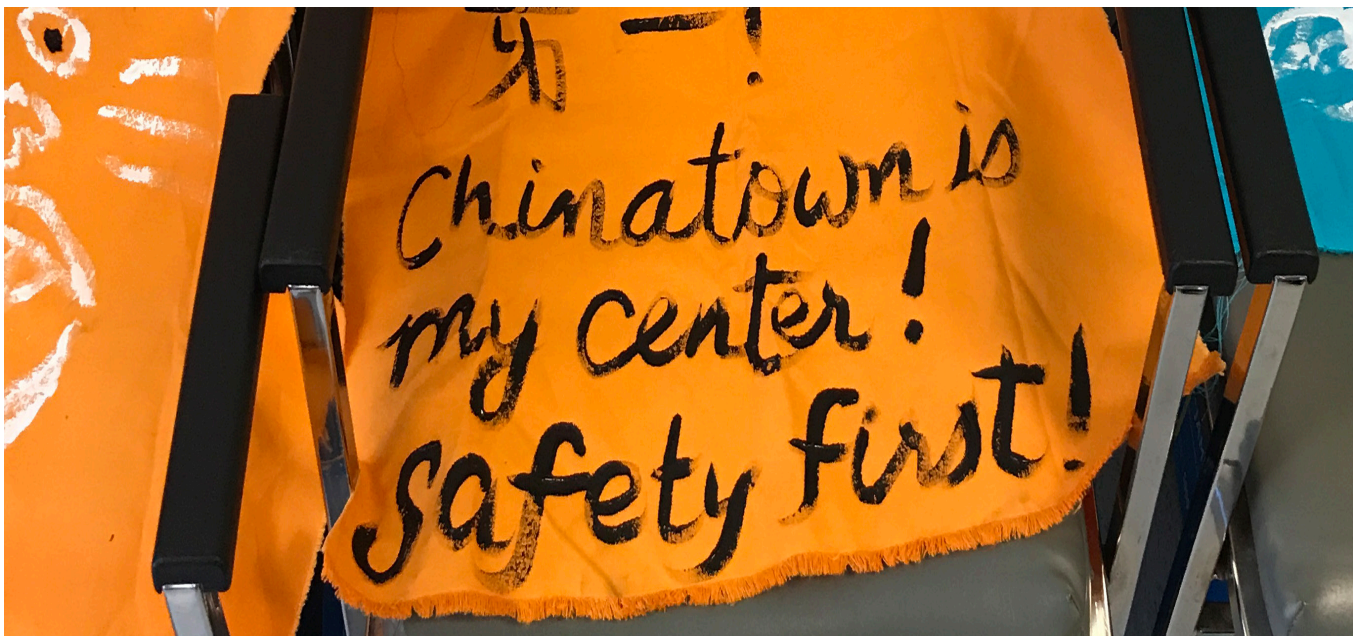
Pedestrian volume and limited sidewalk infrastructure in Chinatown

Based on the sponsor’s September 2023 Draft TIS, there will be a short, high-volume burst of pedestrian traffic before and

after events. While Market Street is a wide pedestrian boulevard, Chinatown has comparatively narrow sidewalks. Since the arena peak traffic periods also coincide with community peak traffic periods, sidewalk capacity will be constrained and could impact perceptions of safety.

Many of the same factors — including proximity to the Project, sidewalk capacity, and dominance of commercial uses — would support a more positive pedestrian environment in Market East.

Stakeholders expressed concerns that the Project may lead to an increase in the presence of the homeless population, already a significant problem in the area. Discussions with homeless shelters in the Study Area indicate that current panhandling activities are concentrated around businesses and tourist destinations. It is anticipated that arena events could attract additional panhandling activity. Furthermore, there is concern that the additional homeless population might remain in the area, potentially negatively impacting the perceived safety of the area.



*Chinatown parade banners created at the On Lok Senior Center advocating for safe streets and sidewalk connections to local parks and schools
Source: Sojourner Consulting*



5. Transportation, Traffic and Parking

The Consultant Team conducted an existing conditions summary of transportation in the Study Area based on desktop analysis and community experiences, behavior, and priorities related to traffic, transportation, and parking. Community data were gathered from three surveys — a travel survey, an intercept survey, and a business owner survey — which the Consultant Team administered in Chinatown. In addition, the analysis was based on focus groups and interviews as well as site inspections which were conducted across the Study Area. Stakeholders identified recommendations for future construction period and operational period transportation analyses.

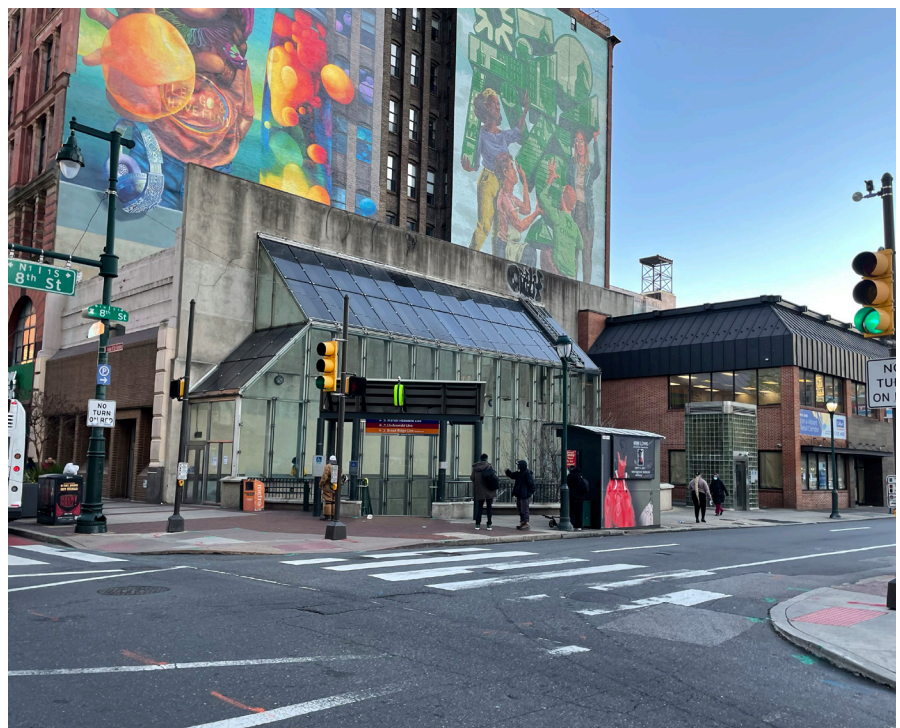
Figure 23: Study Area Transit Map



Source: SEPTA

Existing Conditions and Trends

The Study Area is well-served by multiple modes of public transportation operated by the Southeastern Pennsylvania Transportation Authority (SEPTA), the Port Authority Transit Corporation (PATCO), and NJ Transit. The Study Area is served by three SEPTA subway lines: the Broad Street Line, the Broad-Ridge Spur Line, and the Market-Frankford Line. The Study Area is also served by all 13 regional rail lines, which are accessible in a station directly beneath the arena site (Jefferson Station). The PATCO Speedline also serves the Study Area.



View of station entrance to PATCO's High Speed Line, and SEPTA's Broad Ridge Line and Market-Frankford Line at 8th and Market Streets

Source: Sojourner Consulting



Approximately 11 NJ Transit bus lines run along and near Market Street which share SEPTA bus stops east of City Hall. SEPTA bus routes with nearby stops include 2, 4, 9, 12, 16, 17, 21, 23, 27, 31, 32, 33, 38, 42, 44, 45, 47, 47M, 48, 61, 62, 124, and 125. The 23 and 45 bus routes are important north-south connectors along 11th and 12th Streets due to their high frequency. The 47 bus route is significant due to its connections to immigrant, Asian, and Latino communities in North and South Philadelphia along 8th and 7th Streets. At the time of this

report, SEPTA was in the process of revising its bus routes but a representative noted that many key future routes were planned to be located along Market Street. The arena site is also served by five SEPTA-operated trolley lines, which include routes 10, 11, 13, 34, and 36, located approximately 0.2 miles to the west at 13th Street Station.

In terms of sidewalks, as indicated on Figure 24, the infrastructure survey confirmed that the southern half of the Study Area has a strong pedestrian network,

but identified several streets in the Study Area north of the Vine Street Expressway with sidewalks and/or crosswalks on only one side of the street. In addition, the survey found several streets to the west, north, and east of the Study Area with sidewalks and/or crosswalks on only one side of the street.



Jefferson Station, Source: City of Philadelphia



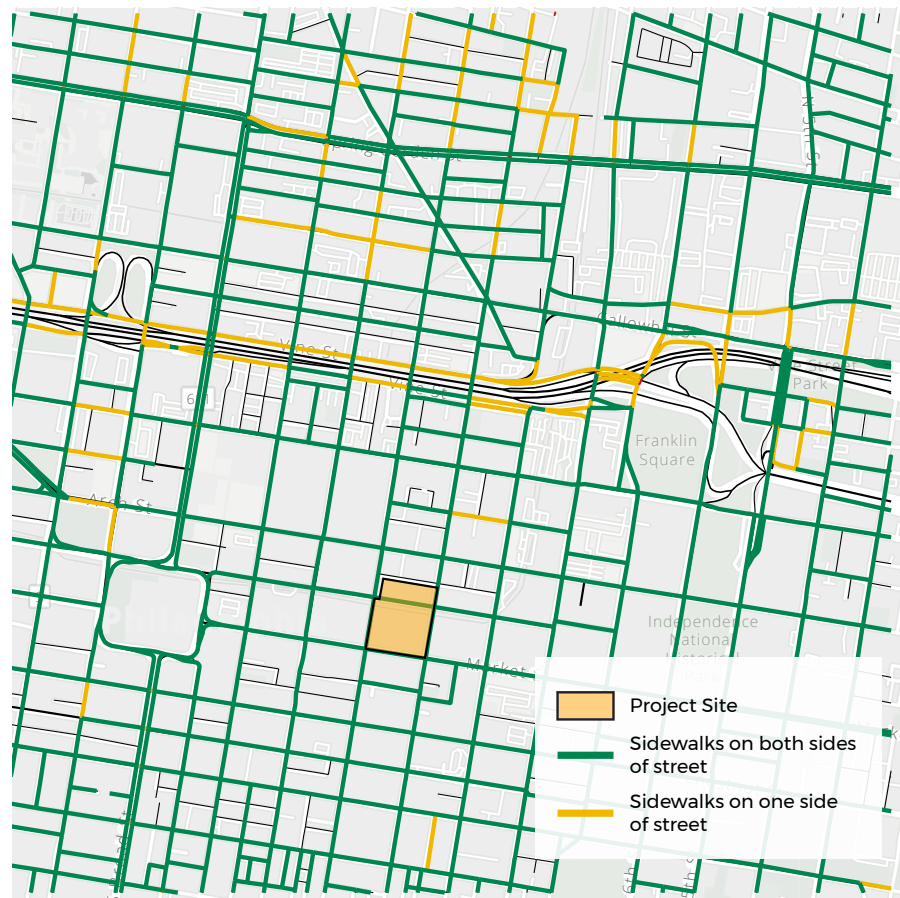
Peak Travel Hours and Trip Purpose

In interviews and focus groups throughout the Study Area, stakeholders observed that remote work policies have decreased the frequency of commuter travel and shifted the timing of peak traffic hours. For example, they observed that evening commuter peak traffic hours end earlier now than they did before the COVID-19 pandemic.

Due to the diversity of users, Chinatown traffic is high across nearly all weekday and weekend hours from 6 a.m. to 11 p.m., with peaks identified during weekday evenings from 5 p.m. to 8 p.m., and weekends. Sub-groups who are traveling during these times include youth, children and families, small business patrons, commuters, seniors, and organization and service participants.

Surveys, focus groups, and interviews described the weekends as the busiest times in the neighborhood due to a convergence of religious services, social and cultural activities, and business traffic. The Team also conducted a Chinatown pedestrian intercept survey in August and September of 2023 revealing that 63% of the respondents visit Chinatown at least once a week and 24% of the respondents visit three times or more per week. Respondents identified eating at a restaurant or other business visits as the primary reason for their trip. When broken out by age and language, youth (ages 12 to 17) and Chinese speakers cite their primary trip reason as traveling to an organization or participating in a regular activity hosted by the organization.

Figure 24: Pedestrian Network Gaps



Source: Data Delaware Valley Regional Planning Commission, updated October 2023



View of pedestrian underpass on 13th Street near Callowhill Street

Source: Sojourner Consulting



Youth frequently identified two organizations, Crane Community Center and Chinese Christian Church and Center, as the most important places in Chinatown.

Intercept survey respondents and focus group stakeholders described Chinatown as a one-stop shop where a single trip frequently had multiple purposes.

Overall, “other (including multiple reasons)” was the second most popular trip purpose. According to the intercept surveys, Chinese speakers were most likely to have multiple reasons for their trips. Of the 222 intercept survey respondents who reported other trip purposes, 45% stated that they typically extend their visits to include grocery shopping in

Chinatown. One out of four of the intercept survey dates took place during Chinatown’s annual Mid-Autumn Festival, which may have influenced responses around the trip purpose.

Table 12: Street Intercept Survey Question: What is the Primary Reason for Visiting Chinatown Today? By Respondent Age Groups

Q: Primary reason for visiting Chinatown today?	All (337)	12-17 (38)	18-24 (88)	25-34 (121)	35-64 (68)	65+ (18)
Eat at a restaurant or other business	32%	12%	36%	46%	14%	18%
Grocery shopping or buy cultural products	15%	9%	21%	12%	18%	0%
Go to organization (church, school, etc.) or participate in regular activity hosted by organization	14%	36%	1%	14%	18%	18%
Attend a festival or another special event	12%	6%	14%	6%	19%	18%
Visit family or friends who live here	8%	15%	5%	9%	7%	9%
Other (including multiple reasons)	19%	22%	23%	13%	24%	37%

Table 13: Street Intercept Survey Question: What is the Primary Reason for Visiting Chinatown Today? By Respondent Primary Language

Q: Primary reason for visiting Chinatown today?	All (337)	Chinese (61)	English (256)	Other Asian Language (8)	Other Non-Asian, Non-English Language (12)
Eat at a restaurant or other business	32%	8%	37%	44%	50%
Grocery shopping or buy cultural products	15%	17%	13%	22%	50%
Go to organization (church, school, etc.) or participate in regular activity hosted by organization	14%	23%	12%	22%	-
Attend a festival or another special event	12%	8%	13%	-	-
Visit family or friends who live here	8%	13%	8%	-	-
Other (including multiple reasons)	19%	31%	17%	12%	-



Traffic and Mode Choice

Based on focus groups, interviews, and surveys, several factors influence traffic and mode choice in the Study Area and result in traffic congestion.

Business logistics and delivery/take-out

Throughout the Study Area, businesses noted they generate logistics traffic from suppliers and vendors. Chinatown businesses generally do not have dedicated loading docks or service alleys and have limited loading zones. Based on focus group observations, vendors and suppliers often park in travel lanes. In addition, food delivery and take-out traffic, which have increased post-pandemic, also contribute to this behavior. The growth and density of Chinatown small businesses, which are concentrated between 9th and 11th Streets and Vine and Arch Streets, further contribute to these challenges in Chinatown Core. Reading Terminal Market generates construction and vendor traffic to a shared loading dock between 11th and 12th Streets on Arch Street. Fashion District logistics traffic uses a loading dock entrance between 8th and 9th Streets on Race Street. Convention Center logistics traffic travels from a marshaling

yard at 7th and Callowhill Streets to the loading dock from 11th to 13th Streets on Race Street. The Convention Center representative interviewed noted that those logistics can be very challenging and that during a “high traffic event... it’s an orchestrated dance” (Interview with PA Convention Center). Stakeholders also noted that pandemic-driven increases in business utilization of food aggregator apps and take-out have increased traffic.

Access roadways

Unlike Market East, Chinatown is boxed in by major arteries and highway access points. In particular, due to its location between Vine and Market Streets, any traffic impact on these routes also affects the neighborhood. One stakeholder noted that as the symbolic “front door” of Chinatown, traffic impact on this street would have a particular impact on visitor perception and indicate Chinatown was “closed for business” (Interview with Property Owner 3).

Events

Stakeholders across focus groups and interviews noted events often created significant traffic congestion. In addition to the

largest local Convention Center events such as the Auto Show, stakeholders noted that events throughout the year such as parades on Market Street also impacted traffic, particularly in Chinatown. In an interview, a Convention Center representative noted that their typical event attendees do not primarily drive and park and are more likely to use public transit or car-share services

Health and safety concerns

In the Study Area and Washington Square West, interviews, focus groups, and travel surveys reflected widespread safety concerns around public transit which have impacted mode choice. Safety is a particular concern for groups including children, youth, women, and older adults, as well as workers in the hospitality and restaurant sectors who may end their shifts late at night. Due to health and safety concerns, Chinatown travel surveys reflected a shift away from public transit to driving/ car share over the COVID-19 pandemic. Safety concerns are further discussed in the Safety section. Stakeholders also expressed concerns regarding cleanliness and station maintenance.

Figure 25: Travel Mode for Frequent Visitors

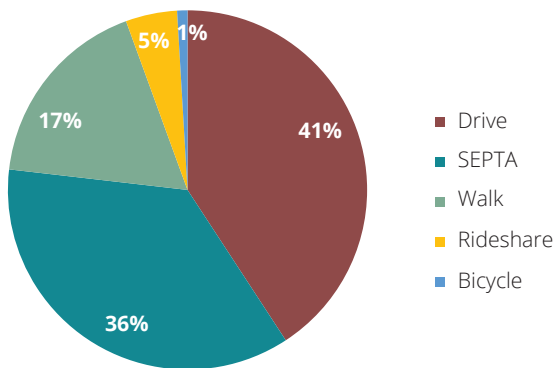
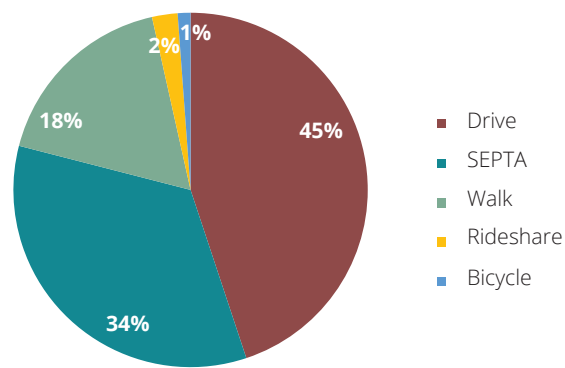


Figure 26: Travel Mode for Occasional Visitors



Source: Sojourner Consulting, Urban Partners, 2023

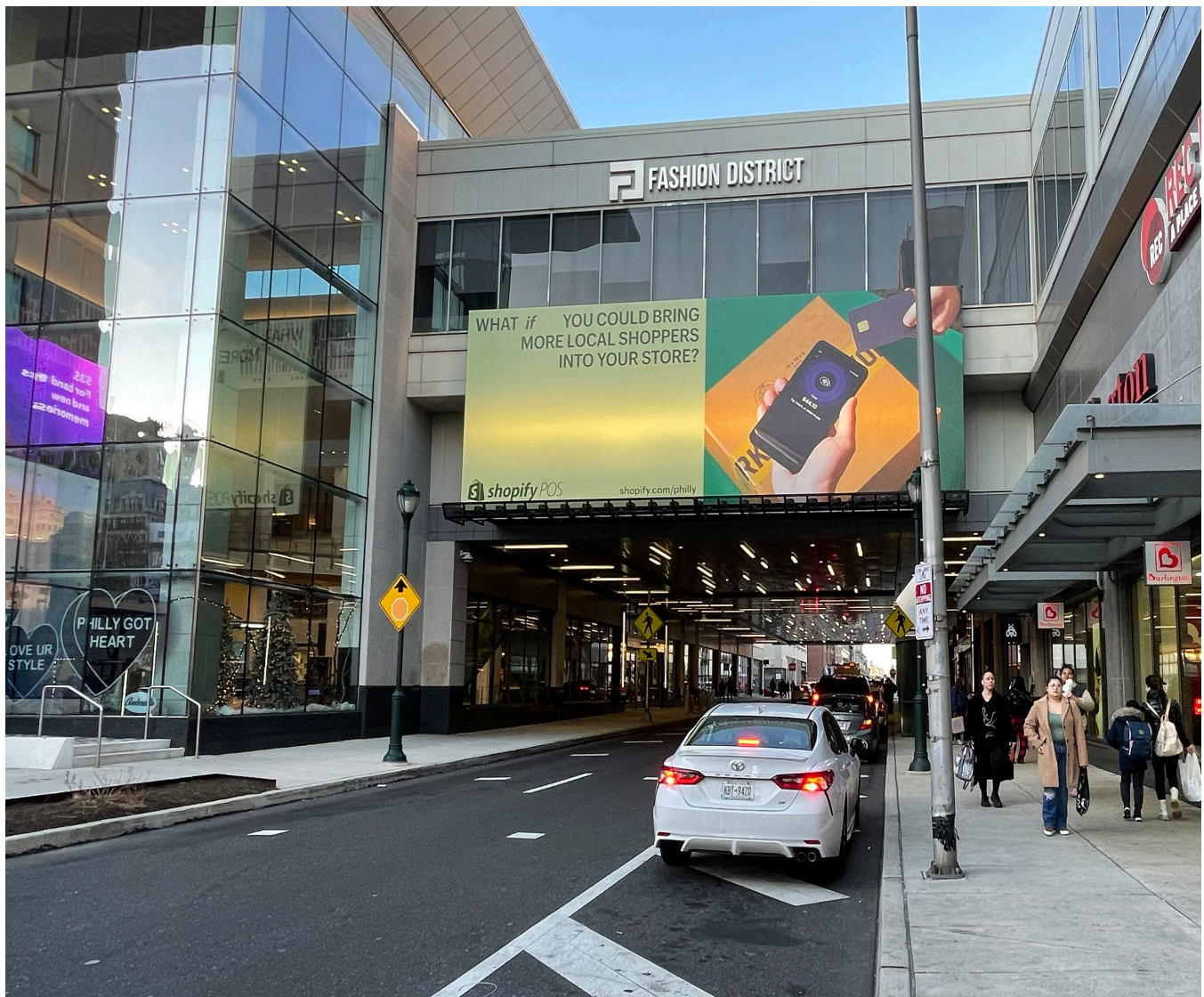


Auto-dependency

Chinatown Core and Chinatown North survey responses noted these areas as car-dependent communities except for some key demographic groups, such as seniors, youth (12–17 years), Latinos, and some workers. According to the street intercept survey, 41% of frequent visitors (e.g. visit Chinatown two or more times a week) drive, followed by those who arrive by SEPTA (36%), and those who walk (18%).

Occasional visitors (e.g. no more than once a week) are somewhat more car-dependent than frequent visitors— 45% drive, 34% take SEPTA, and 18% walk. Other contributing factors that cause people to choose driving include lack of public transit or direct access (i.e. a trip from Northeast Philadelphia which requires a bus to subway transfer). Other barriers cited include the reliability, frequency, safety, and navigational difficulty of public transit. For families with young children, convenience is another factor that causes them to drive.

As previously noted, the intercept survey found the grocery store was the most frequent reason for people to extend their trip. This trip purpose may influence mode choice, as respondents noted that carrying bulky or heavy shopping bags makes it more convenient to drive. These include immigrants and/or LEP individuals, seniors, and youth, who are less likely to have a car or be able to drive. Seniors are particularly reliant on the bus.



View of Fashion District pedestrian underpass on 9th Street near Market Street
Source: Sojourner Consulting



Parking

Throughout the Study Area and Washington Square West, focus groups noted that parking had become more challenging due to lack of availability, development of lots, and increasing cost. While the Philadelphia City Planning Commission's 2015 Center City Parking Inventory noted underutilization of parking facilities in the area, based on focus groups, interviews, and surveys, stakeholders may be dependent on a subset of these facilities, and others may be dependent on street parking. Based on focus groups, interviews, and surveys, several factors influence the parking choices of motorists in Chinatown, including:

Affordability and Convenience

Chinatown stakeholders expressed a strong preference for street parking due to affordability and convenience. However, residents and workers do rely on monthly parking passes for garage or lot spaces as well due to the limited availability of street parking. Stakeholders observed that parking has significantly increased in cost over the past 10 years.

Price fluctuations and spikes in demands

Demand spikes can create price fluctuations which deter regular customers and visitors. In addition, residents and workers with monthly passes noted that they are sometimes unable to utilize their parking passes due to competing demand. For example, they may be temporarily turned away or directed to park in alternative locations.

Safety and technology

Focus groups expressed safety concerns specific to garages, including, poor lighting, lack of maintenance, and lack of other pedestrian activity around entrances, stairwells, and hallways. In addition, garages are more likely to utilize kiosks for payment, presenting challenges for immigrants and LEP individuals. Lots have open sightlines and offer direct payment to a parking attendee, which may be perceived as safer and easier to navigate. In particular, groups that feel themselves to be more vulnerable to safety concerns shared that these factors shape their parking behavior.

Through travel surveys, focus groups, and interviews, the Consultant Team identified the key parking facilities utilized by community stakeholders:

- Philadelphia Chinatown Parking, 929 Race Street - garage
- Jack's Parking, 307 N 11th Street - lot

- The Autopark at the Fashion District, 45 N 10th Street - PPA - garage
- 德旺 Park, 918 Arch Street - lot
- Park, 912 Arch Street - lot
- Park America 1030 Race Street - garage
- E-Z Park, 228 N 9th Street - lot
- E-Z Park, 244-48 N 12th Street - lot

Philadelphia Chinatown Development Corporation (PCDC) has partnered with the Philadelphia Parking Authority (PPA) in the past to market parking discount programs with mixed success. Based on prior Sojourner work, PCDC staff identified that more investment was needed to support businesses to train staff and adapt their operations to educate customers on discount parking programs.

Whether or not the Project moves forward, the City may consider the following actions to support transportation, traffic, and parking in Chinatown.

RECOMMENDATIONS

- Address existing congestion from suppliers/vendor and take-out traffic (i.e. loading zones).
- Maximize use of existing parking facilities through discount programs and improvements to facility lighting and entrances.
- Consider shuttle bus programs to maximize underutilized parking facilities outside of the Study Area.
- Consider targeted support for residents and workers, especially carpooling workers through carpooling incentive programs.
- Consider the creation of direct transit access between Northeast Philadelphia and the Study Area.
- Improve wayfinding for public transit entrances in order to increase visibility and use of public transit.
- Further analyze the idling time at Chinatown intersections that may be increased due to the proposed Arena.



Potential Impacts

Study Area

As noted in the Project Description, the Arena intends to schedule multiple events during weekday evenings and throughout weekends. In interviews and focus groups, stakeholders expressed the regularity of events could conflict with normal community schedules and would result in an impact during those times. Small businesses and community-based organizations noted that they would not expect customers and clients to check visits against game schedules and that based on past behavior, a poor experience would deter future visits. Information sharing through social and community networks could potentially support and spread impressions of inconvenience and traffic.

In addition, weekday evening and weekend events could coincide with self-reported peak travel times for residents, businesses, and visitors. The Cultural Assets and Community Services section describes travel patterns and overlaps in travel and operational hours between arena events and cultural events and community services.



*Business loading activity outside of Asianfresh, an Asian grocery in Chinatown on 10th Street
Source: Sojourner Consulting*

“Being able to move through the city and having a good experience – if they come in, can’t get around or something doesn’t happen, they don’t want to come back to that neighborhood... Philadelphia has grown a lot and [there are] a lot of other neighborhoods, [like] Fishtown and Brewerytown, so there’s much more competition now. So we want things to go smoothly in our neighborhood. If you’re coming down 10th Street and expect 10th Street to be open, the street should be open.”

(Midtown Village Business Focus Group)

Parking and Curb Management

The proposed Project will create more competition for the currently limited on-street parking supply across the Study Area. In particular, Chinatown residents, workers, and visitors are sensitive to parking with a very strong preference for on-street parking.

Based on surveys, focus groups, and interviews, community members have experienced a

significant increase in demand for on-street parking spaces. A detailed on-street parking inventory and analysis as well as a more general curb management analysis should focus on maintenance and management of on-street parking capacity.

Based on trends identified in focus groups, interviews, and Study Area observation, future

development is likely to continue to reduce parking supply. Also, the newly added demand for parking from the proposed Project may change the pricing behavior of operators.



Key Findings from Independent Traffic Analysis of the 76 Place Proposal

As of April 8, 2024, Johnson, Mirmiran & Thompson (JMT) had completed four memoranda as part of its 76 Place Transportation Impact Study (TIS) Independent Analyses for the City of Philadelphia. Each memorandum focused on one topic area -- specifically Modal Split, Parking, Ride-hailing, and I-676 Operations. Below is a summary of the key findings from each memorandum.

Modal Split

- A review of peer arenas confirmed that the assumed modal splits in the TIS are appropriate. Particularly, 40% transit use is attainable but not a foregone conclusion.
- To attain a high level of transit ridership (and minimize auto trips), transit capacity and operations need to be more carefully planned for and directly incorporated in the Transportation Event Management Plan (TEMP). Coordination is necessary with SEPTA and PATCO to determine what changes to service, staffing, and vehicles are required, and what transit improvements should be included as TIS mitigation measures.
- Beyond mitigation, a number of strategies should be included in the Transportation Event Management Plan (TEMP) to encourage arena attendees to utilize non-auto modes. Example strategies include:
 - Each event ticket should include (at no extra charge) a transit pass (SEPTA and PATCO).
 - Event tickets should not include any discounted parking benefit.
 - Large-scale bike parking/bike valet services should be planned as well as coordination with Indego to ensure appropriate bikeshare capacity.
- The TIS assumes the same share of auto trips as transit trips (40% each). If no more than 40% of attendees drive, traffic operations remain manageable. However, even marginal increases in auto trips above that threshold would result in gridlock at critical intersections. Therefore, exploring the potential of even marginally higher non-auto usage will be important.
- It is recommended that, once the Arena is operating, the Sixers be required to report on event transportation operations at regular intervals (at least annually) and specifically on attendee mode choices. If the percentage of auto trips is higher than proposed, the Sixers should be responsible for providing additional mitigation measures and strategies to increase non-auto trips to the proposed level.

Parking

- The vicinity of the Arena has sufficient garage parking supply to meet the arena parking demand.
- A review of peak seasonal data from Washington Square West garages confirmed that the garages have capacity even when multiple theater events are being held nearby.
- If average vehicle occupancy drops below the assumed 2.5, additional reserved parking could be needed to meet demand. JMT identified approximately 900 available spaces that could be provided at additional garages (Gateway Garage, Love Park Garage, Center Square Garage, and Family Courthouse Garage). The peak usage of these garages does not align with likely arena event peaks so it is likely that even more spaces would be available at these sites. One caveat is that, just like "if you build it, they'll come," the more parking you provide, the easier and more likely it is that arena attendees choose to drive instead of taking preferred modes. Given the sensitivity of traffic conditions to the mode of travel chosen by event attendees, caution must be used in determining if and where additional parking is considered.
- Strategies to improve parking operations include:
 - Updating existing on-street 3-hour parking to 2-hour parking, particularly in Chinatown, in order to reduce likelihood of arena attendees taking these spaces. Parking cell phone apps should be set up to not allow parking session extensions.
 - As identified in the TEMP, prepaid parking will allow more even dispersal of parking demand and ensure drivers are taking the most efficient route to their specific garage.
 - Encouraging non-auto trips, as noted under Modal Split, and reducing parking demand will be the most effective strategy to minimize parking impacts.

Ride-hailing

- The proposed ride-hailing locations have substantially less available spaces than what is stated in the TIS (27 spaces vs. 45 spaces).
- JMT proposed an additional location to help handle this gap in spaces – the parking lane on the north side of the 900 block of Chestnut.
- Utilizing garages for ride-hailing vehicle staging would improve operations. Potential garages are Gateway Garage (15th & Spring) and Autopark at Olde City (2nd St. between Walnut St. and Chestnut St.).
- Ride-hailing operations will need to be carefully geofenced to ensure pickup/drop-off is contained to designated locations and does not block travel lanes, bus lanes, or bike lanes in the area.
- To further discourage issues with blocking of lanes, traffic enforcement officers should be stationed at each ride-hailing location (the TIS calls for them already being located at other key intersections in the area).

I-676 Operations

- Limitations of the Highway Capacity Software (HCS) and the available traffic counts underestimated current (and therefore future) congestion on I-676. Much of the congestion on I-676 is related to downstream interchanges with I-95 and I-76 which aren't considered in HCS for the ramp and mainline segments analyzed. Also, existing congestion meant that existing traffic counts were lower than the actual traffic demand on the corridor.
- While the results can't stand alone, they can be compared between No Build and Build scenarios to determine the effect of the Arena. This comparison showed a 4% to 12% increase in density, the standard HCS measure of congestion. This level of increase in congestion is considered a minor impact on overall traffic operations.



View of Market Street corridor facing west taken during a weekday evening rush hour, Source: Sojourner Consulting



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HERE**
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**PARKING
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TICKETS OUT BY 11:00 AM
M-F 10:00 AM - 5:00 PM
SAT 10:00 AM - 4:00 PM
SUN 10:00 AM - 4:00 PM
ALL DAY

德旺
PARK
停車場
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德旺
FRIED CHICKEN
215-882-8666

1 HR \$10
2 HR \$10
3 HR \$15
ALL DAY \$20

1/2 HR \$3
1 HR \$10
3 HR \$15
ALL DAY \$20

Parking lot in Chinatown on Arch Street, Source: Urban Partners



6. Construction

This section presents a qualitative analysis of the potential impacts of the Project's construction activities, proposed to take place from 2026 to 2031, on the surrounding community. The analysis was based on focus groups and interviews in which stakeholders indicated they expect noise, vibration, and air pollution resulting from construction. Based on their past experience with various construction projects, those interviewed expressed concern for businesses, families with

children, seniors, and individuals with existing health issues. Stakeholders expressed concern that neighborhood health services, such as doctor's offices, clinics, and urgent care centers would be negatively affected.

In addition to the qualitative community outreach, AKRF conducted a benchmark analysis of potential construction impacts. The analysis relies on case studies and impact results from similar projects. This analysis assesses potential community

and environmental impacts concerning traffic, pedestrians, transit, parking, and safety. When more detailed construction data — such as worker and trip estimates — are available, further studies will be necessary to quantify the intensity of these activities on the community and to identify possible mitigation measures.

* Tan, Y.-L., Wong, J., Pan, J., & Kwon, S. (2019). The Long-Term Impact of Construction on the Health of Older Adults in New York City's Chinatown. NYU Center for the Study of Asian American Health.

While health impacts during the construction period are not in the scope of this report, a 2021 study "The Long-Term Impact of Construction on the Health of Older Adults in New York City's Chinatown," * by the NYU Center for the Study of Asian American Health highlighted these concerns for a largely LEP, immigrant community in a gentrifying urban neighborhood. Based on the literature review, the 2021 study discussed impacts including increases in exposure to particulate matter (PM2.5), exposure to unwanted noise, long-term exposure to construction-related noise, unsafe sidewalk conditions, fear of falling, and compulsory relocation. The report concludes that environmental and social impacts associated with long-term construction may have a greater negative impact on vulnerable and underrepresented populations such as Asian American older adults due to unique risk factors. For example, it reported: "Increases in exposure to particulate matter released from construction sites, even in the short term, can not only worsen co-morbidities, including cardiovascular and respiratory disease, but also result in hospitalizations, acute disease episodes, and/or death." Another example notes: "Asian Americans residing in the Northeast and Mid-Atlantic are exposed to 75% more fine particulate matter (PM2.5) compared to white residents in these same regions."



Sidewalk closure due to construction on the corner of Spring Garden and 10th Streets facing east, Source: Sojourner Consulting



Construction Period Impact on Businesses

Across the Study Area, stakeholders expressed significant concerns about the impacts of construction on small businesses, emphasizing the Project's lengthy construction period, potential scale, and proximity to key commercial corridors. As the arena construction has a projected six-year timeline, there is concern that business patrons may change their travel patterns to avoid the construction and any related sidewalk or traffic disruptions. Forty-seven percent

(146) of businesses in Chinatown Core are located within 500 feet (about one block) of the proposed Arena, 37% (115) are located from 500 feet to 1,000 feet (one to two blocks), and 16% (48) are located farther than 1,000 feet. Many businesses in Market East are also in close proximity, including the Fashion District, Reading Terminal Market, and the Convention Center. Washington Square West businesses shared similar concerns.

“Short-term inconsistency is a challenge because, you know, if you have construction for six years, that changes brand and changes behavior, and then also just bigger picture consistency of your week to week, and having folks know that they can come here, and traveling to this place, and the businesses “

(Midtown Village Business Focus Group)

A Case Study of Construction Impacts in Little Mekong, St. Paul, Minnesota

The proposed Project does not yet have detailed construction plans, and desktop research found limited scholarly research that provides consistent standards to forecast the immediate impacts of construction on low-income, immigrant communities. However, an impact study of Little Mekong in St. Paul, Minnesota, which was part of the Supplemental Draft Environmental Impact Statement for the Central Corridor Light Rail Transit in St. Paul, documented impacts on business owners in a five-block neighborhood known as a destination for Asian food, services, and culture during the four-month construction period. The study, conducted by the community-based organization Asian Economic Development Association (AEDA), measured closures and loss of revenue,

number of customers, and social impact. Similar to many small businesses in the Study Area, Little Mekong business owners were primarily immigrant-owned small businesses who operated businesses to support their families, who had overcome difficulties to start and maintain their businesses, and who had strong connections to the surrounding communities which were noted to have significant concentrations of Asian residents. Based on a survey of the businesses, 76% of business owners were Asian and 15% of business owners identified as non-Asian minorities. In addition, businesses were primarily micro businesses (84% reported fewer than 10 full-time employees) with smaller annual revenue (80% reported annual revenue of less

than \$500,000 and 63% reported annual revenue of less than \$250,000).

The study noted that language barriers contributed to challenges with communication of construction activities and resources as well as insufficient wayfinding signage. Reliance on sidewalk and parking access for customers and trucks contributed to access issues and challenges related to pedestrian pathways and crosswalks, road closures, and traffic. The report sometimes characterized small changes as leading to substantial and seemingly disproportionate impacts on businesses, which may be attributed to the prevalence of microbusinesses with limited cash reserves.



Construction Period Impact on Quality of Life and Transit Accessibility

Focus group participants across the Study Area voiced concerns that ongoing construction activities for other projects over the past decade have disrupted their quality of life. The proposed Arena is seen as a potential continuation of what one Callowhill resident described as “never-ending construction” (Callowhill Focus Group). Participants recalled impacts from a range of projects, including large-scale, multi-year projects such as the Convention Center and the Fashion District Mall to smaller, privately sponsored mixed-use projects.

Focus groups expressed concerns that the level of construction activity in certain areas contributes to blight, an unsightly appearance, and poor air quality in the Study Area. In addition, participants shared examples of several developments that were either half-finished or

buildings demolished for new developments that were never built, which further contributed to the sense of blight. Participants noted that ongoing construction for multiple projects not only affects the aesthetics of the neighborhood but also raises safety concerns and occasionally displaces community resources and residents. One Callowhill resident commented:

“There are whole streets that are blocked off.... they just close the street down and leave it closed down. I want a moratorium on construction projects... give us the streets back.” (Callowhill focus group)

Participants in the Washington Square West focus group shared similar concerns. In their experience, construction has also impacted local traffic, which has had a ripple effect on transportation options

and impacts traffic flows to surrounding streets. In particular, seniors and immigrants observed frequent construction-related detours and other disruptions to bus routes, which impacts access to essential services like healthcare, employment, and food. A senior resident with limited mobility who frequently relies on the bus to travel to Jefferson University Hospital noted:

“It’s gotten to the point where you get on a bus, [and] you pray that you reach your destination.” (Callowhill Focus Group)

Participants in the Washington Square West focus group shared similar concerns and noted that the number of construction-related sidewalk closures and obstructions have significantly impeded their pedestrian experience.



View of Fashion District pedestrian underpass on 9th Street near Market Street
Source: Sojourner Consulting



Summary

In summary, comments from focus groups, interviews, and surveys indicate that construction activities for previous projects have already significantly impacted the quality of life, transportation accessibility, and mobility in the Study Area. Although information about the construction details of the

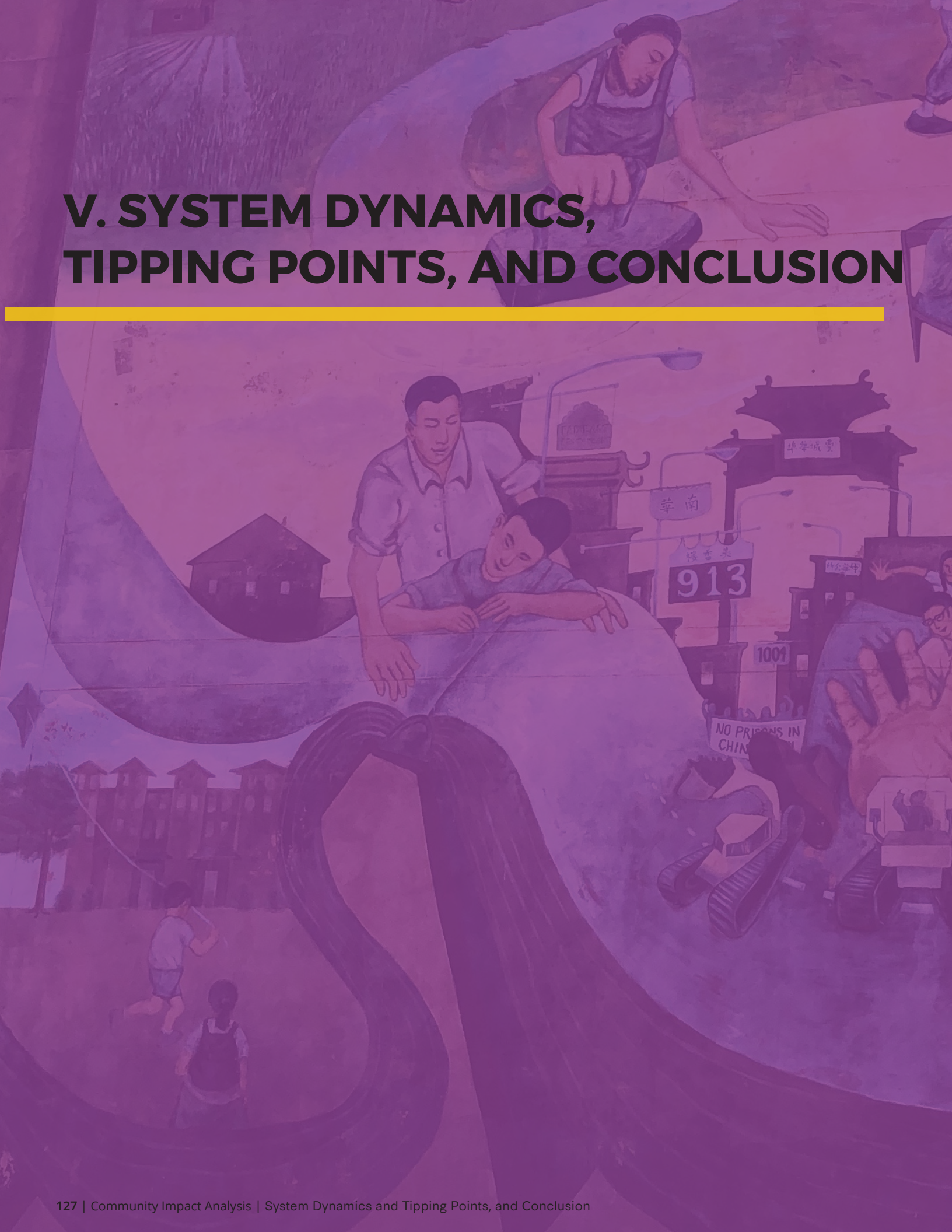
proposed Project are limited, it is clear that environmental and social impacts associated with long-term construction could disproportionately affect vulnerable and underrepresented stakeholder groups due to unique risk factors. Additional studies are necessary to quantify the intensity of impacts on traffic, pedestrians,

transit, parking, and safety and to develop effective mitigation strategies. Detailed quantitative analysis of air quality and noise impacts during construction should also be conducted and inform the development of a mitigation plan.



Entrance to Chinatown station of SEPTA's Broad-Ridge Spur at the corner of 8th and Race Streets
Source: Sojourner Consulting

V. SYSTEM DYNAMICS, TIPPING POINTS, AND CONCLUSION



System Dynamics, Tipping Points, and Conclusion

In the “Approach” section, the Consultant team explained the systems framework and tipping point concept. This section explores how the **transportation** and **business** aspects of Chinatown relate to the characteristics of the entire system of Chinatown.

Labor Market and Business Environment

Chinatown’s labor market and small businesses have become increasingly critical to its community identity. As the LEP population has declined, small businesses have evolved into key spaces for social gatherings and celebrations, and new immigrants rely on business-based networks to find opportunities and make connections. Businesses were identified as a high priority in the intercept survey responses with respect to visitor destination and trip purpose. The top response (67%) to the question, “What would cause you to leave or stop coming to Chinatown?” was, “Favorite business(es) shut down.”

As described in the Labor Market and Business Environment section, Chinatown is a cluster of culturally based microbusinesses, some of which play a vital role in maintaining the community’s overall identity. In the business focus groups, even owners who believed they would benefit from the proposed Arena project voiced concerns about the potential effects on other businesses due to their cultural significance.

Despite the increase in the number of Chinatown businesses in the past decade, rent and tax increases combined with post-pandemic factors (rising

CHINATOWN SYSTEM GOALS

- To be a complete, mixed-use (residential and business) community.
- To be a center of Asian culture.
- To be an intergenerational place.
- To be a place of opportunity for low-income, limited English proficient immigrants.

labor and materials costs, safety issues, and parking concerns) are putting additional stress on small businesses. As a result of cost pressures, business models like franchises and fast-casual food outlets are becoming more popular. These models often require less specialized labor or have better financial backing. These businesses are more likely to sell products that require less craftsmanship and skilled cultural knowledge.

Economic opportunities from the proposed Arena are likely to conflict with the prevailing small business models that cater to a customer base with specific cultural or language preferences. Based on the small business net benefits analysis highlighted in the “Labor Market and Business

Environment” section, half of the businesses in Chinatown Core are likely to experience net negative impacts from the Arena. Net negative impact would likely decrease the diversity of sectors (as defined in the analysis) and negatively impact sectors that are critical to Chinatown’s identity. Out of 13 sectors, only four contained a majority of businesses that were likely to experience significant benefits: entertainment, bakery/café/tea/dessert, and hotels. Seven out of 13 sectors, including critical ones like supermarkets/groceries, wholesale, and healthcare, were likely to face negative impacts. In addition, the majority (57.4%) of the businesses expected to suffer net negative impacts were legacy businesses, which typically have stronger community relationships.



Food vendors at the 2023 YèShì Night Market, an annual event organized by PCDC which draws thousands of visitors to Chinatown, Source: Sojourner Consulting

Transportation, Traffic, and Parking

Chinatown is a regional hub and destination due to its central location and excellent transportation and pedestrian access. However, based on all the collected data, a combination of increasing auto dependency, limited parking, and limited street capacity is creating a spiral of negative effects across the community. Four contributing factors worsen these conditions.

First, Chinatown is competing with other centers that have less traffic and more parking. **Second**, Chinatown has become a commuter neighborhood, but

many workers lack reliable transit access in the places where they live.

Third, lingering health and safety concerns are causing individuals to become more car-dependent and less willing to consider other modes.

Fourth, substantial developments over time have formed barriers around the perimeter of the neighborhood's commercial core, which cannot easily expand or relocate.

This situation has increased Chinatown's reliance on key travel corridors and access points

adjacent to the Project site. However, as previously noted, increasing auto dependency conflicts with the City's environmental sustainability goals and Chinatown's long-term success.

The Draft TIS analysis assumes some level of Project impact on the Study Area. In Chinatown, increasing auto-dependency, proximity to the Project, and conflicts between peak event times and community travel schedules for work and school would likely amplify impacts.



Traffic on Arch Street, Source: Urban Partners

Systemic Impacts

Any impacts in the transportation and business areas could significantly affect the entire neighborhood. Small or isolated impacts can escalate, potentially creating cascading effects on various system elements and across the community. For example, disruption to pickup times for early childhood education services, in particular those that cater to immigrants, could lead to a loss of patrons for other cultural businesses. In the long term, it may disrupt the development pipeline of future participants and leaders of civic and cultural organizations, which impacts the ability of the community to pass down intangible cultural heritage.

In an interview, a community leader who provides language and culturally competent programs for LEP individuals described a scenario where his organization might retain a satellite presence in Chinatown but focus on establishing a new location elsewhere (Interview with Chinatown Community Leader 6). With few organizations offering similar services in Chinatown, such a move could trigger a cascade of effects on businesses, residents, and other community services and organizations. The leader noted that the most likely alternative locations would only offer partial access to their target audience.

Property owners, who play a crucial role in community preservation, perceive market value as closely tied to the neighborhood's cultural identity. If this is seen to be endangered, property owners may lose incentives to maintain uses or tenants that are critical to the area's cultural identity. This could lead to significant displacement of stakeholders who rely on the cultural marketplace, including

individual businesses, cultural associations, immigrant tenants who depend on affordable rent, and landlords who cater to their language and cultural needs.

In focus groups with seven AAPI neighborhoods in other cities, representatives from community-based planning, development, and cultural heritage organizations described similarities in their gentrification processes. Based on their observations, these processes were characterized by shifts in property values, a decline in the perceived value of cultural

tenants, and a decline in the neighborhood's overall cultural identity. Participants related these changes to a history of urban renewal and past land-use planning decisions, which they believed had catalyzed these trajectories or created conditions that facilitated displacement and loss of cultural community assets.

Academic research has similarly described a history of "planned destruction" in Chinatowns across the United States and Canada (Vitiello and Blickenderfer).



Art workshop at On Lok Senior Center in Chinatown, Source: Sojourner Consulting

In an interview with the National Trust for Historic Preservation, which is leading a national coalition to research and support America's Chinatowns, a representative noted:

"There is a pattern of large-scale development that sees places like Chinatowns as a soft site, ripe for development as if there was no pre-existing community there. [This pattern speaks to] forms of development that say places like Chinatown must accept this responsibility of shouldering these uses for the broader city. But if you look at the individual histories of how often these communities have had to fight off or respond to these threats, it seems like a systemic pattern that disproportionately affects places like Chinatown and other communities of color."

The Consultant Team's review of urban renewal history in Philadelphia Chinatown also observed a pattern of planning decisions that have resulted in significant displacement and shaped the trajectory of development.

The proposed Arena, based on the Consultant Team's review and focus group discussions, departs from previous projects in the Study Area with its regular high-volume events with compressed peak travel hours, and strong entertainment focus. (While the Convention Center also hosts large events, most of these attract visitors from outside of the region who do not drive, and travel is typically dispersed over a longer time.) The Project's construction duration, location at a key transit hub, and proximity to the neighborhood's commercial corridors are also notable.

The Project is also proposed in a unique social-cultural moment; now more than ever, Chinatown is important to Philadelphians across the region who depend on its concentration of cultural services and supports that do not currently exist at the same scale in other neighborhoods. However, the neighborhood faces challenges such as rising costs, after effects of the COVID-19 pandemic, anti-Asian sentiments, displacement of vulnerable residents, lingering safety concerns, and a generally difficult business environment.

Within this tightly interconnected system, even moderate changes can have disproportionately large impacts. The Arena would potentially accelerate these trends in such a way that would trigger system-wide change. As a result, the Arena should be considered a significant potential risk to Chinatown's core identity.



Front window display of a Chinatown business on Race Street, Source: BJH Advisors

Continued Significance of Chinatown

Chinatown retains its significance to new generations of immigrants, Asians, and other marginalized groups who often feel alienated elsewhere. Some focus group participants noted that Northeast Philadelphia or other growing Asian centers can currently compete with Chinatown, but not sufficiently replace it.

For many people, Chinatown represents a unique value, which is rooted in its history, urban environment, cultural heritage, and a strong sense of community ownership. These elements collectively create a distinct identity that cannot be easily replicated elsewhere.

“Chinatown was built by our ancestors house by house to create a whole community together. The government didn’t give us money and say, here, build Chinatown! Today, new immigrants who have money want to build everything new. But Chinatown, over [163] years, it was so hard to build. There is a culture and a treasure here. We have a right to protect that.”

(Chinatown Community Organizations Focus Group 1)



Former Chinatown parklet on the corner of 10th and Cherry Streets provided a rare slice of public space in Chinatown, Source: Sojourner Consulting

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