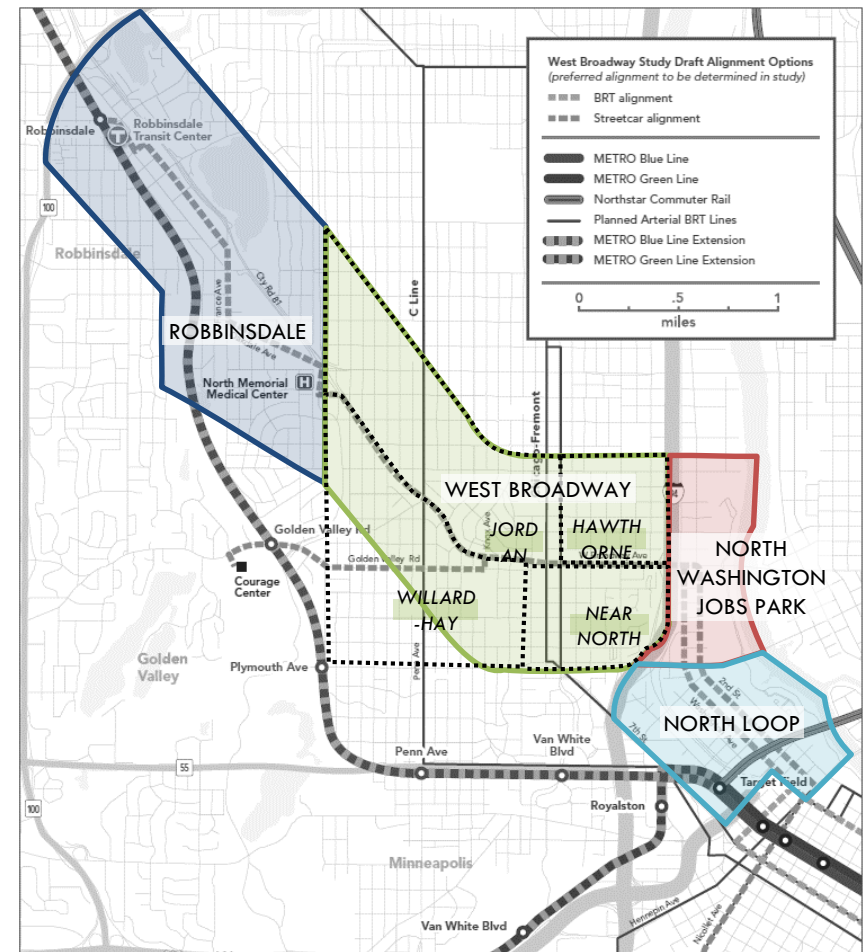




ECONOMIC DEVELOPMENT IMPACTS OF ALTERNATIVES

Analyzed the projected impact of arterial BRT versus streetcar service with regards to:

- Real estate value appreciation
- Quantity and timing of new real estate development
- Form of new development
- Employment growth



To assess the impacts of transit investment, we:

Analyzed corridor real estate market conditions



Assessed local developer perceptions of the corridor and transit investment



Analyzed actual real estate impacts of existing transit systems



Synthesized findings to build model of streetcar and BRT impacts

Four case studies provided insights on development impacts.



Portland Yellow Line LRT



Boston Silver Line BRT



Denver D Line LRT



Kansas City MAX BRT

Literature review and case study findings: *New transit-oriented development*

- Transit investment is most likely to catalyze development when coordinated with **supportive public policy** and when located in corridors with **favorable market conditions**
- Generally, fixed rail is more impactful than BRT, but **market strength** and **public interventions** are the **strongest predictors of development**.

Literature review and case study findings: *Value premiums*

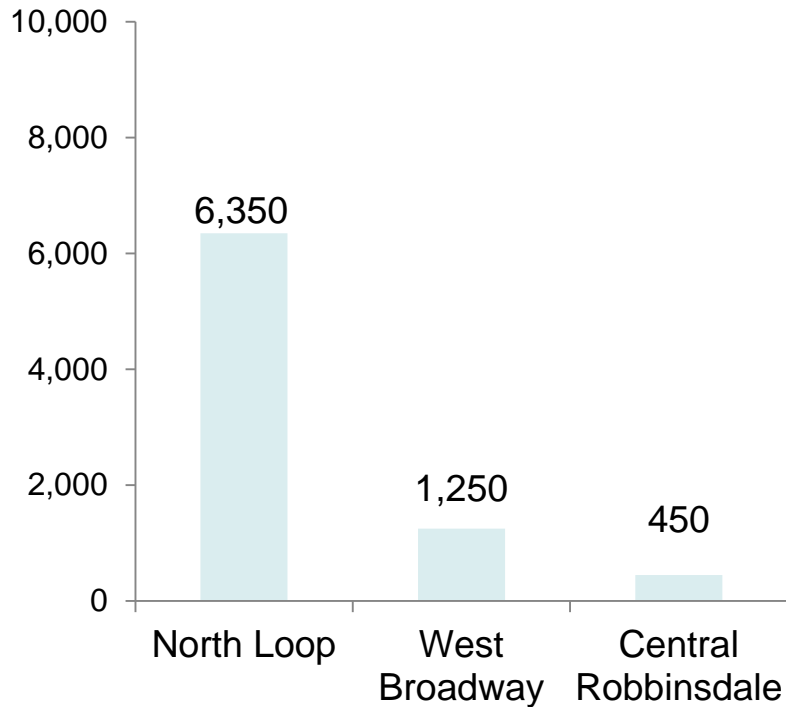
- **Light rail systems and streetcars** have generated significant value premiums for multifamily and commercial uses.
- **BRT** with dedicated lanes can create value premiums comparable to fixed rail premiums. However, BRT without a dedicated lane will be less impactful.

Minneapolis developer interview findings

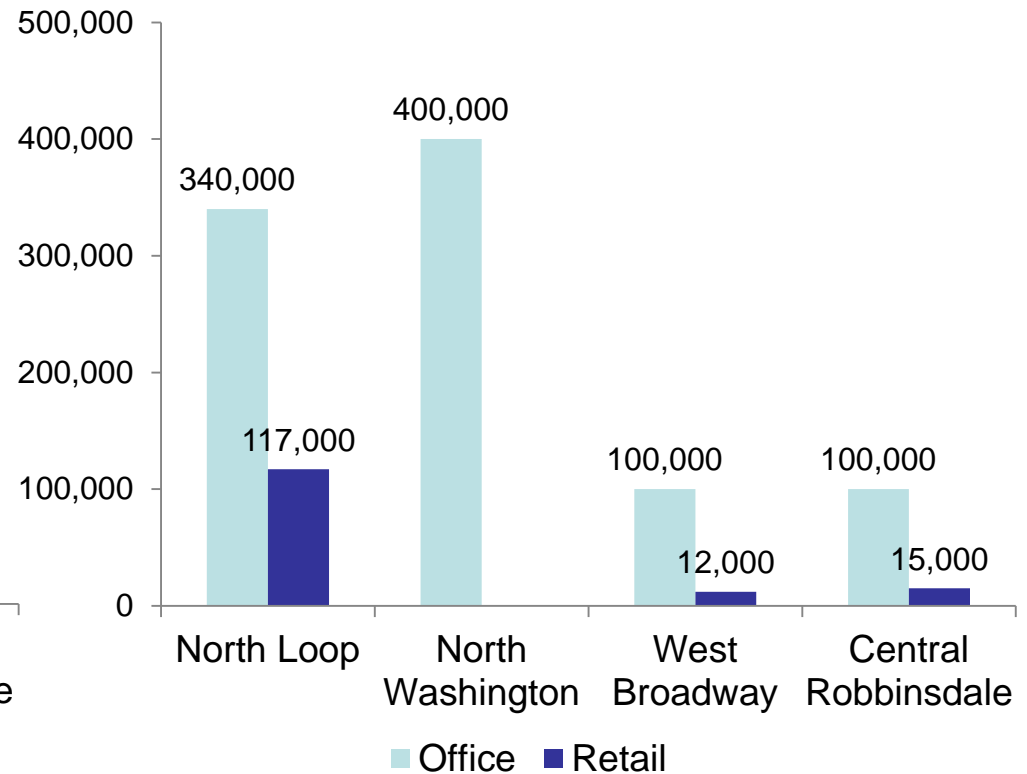
- Developers generally believe both streetcar and BRT would have a positive impact, but **6 out of 9 developers thought that streetcar would be more transformative.**
- The **permanence of the infrastructure associated with streetcar** as well as their stronger brand is a driving factor for developers.
- Transit investment would affect each submarket differently, with West Broadway standing to benefit. However, **transit is not a “silver bullet.”**

The team constructed a baseline development representing the corridor's 25 year build out.

Residential Units

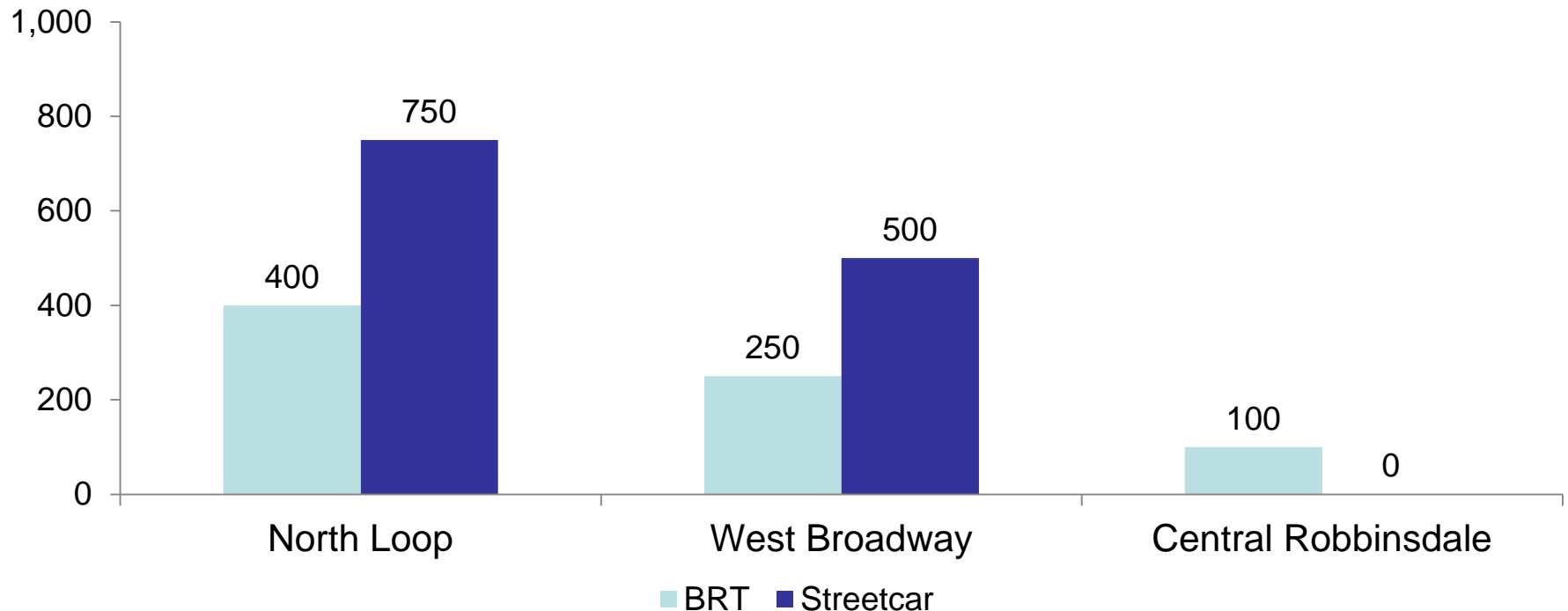


Office and Retail SF



A streetcar is expected to drive more residential development than BRT

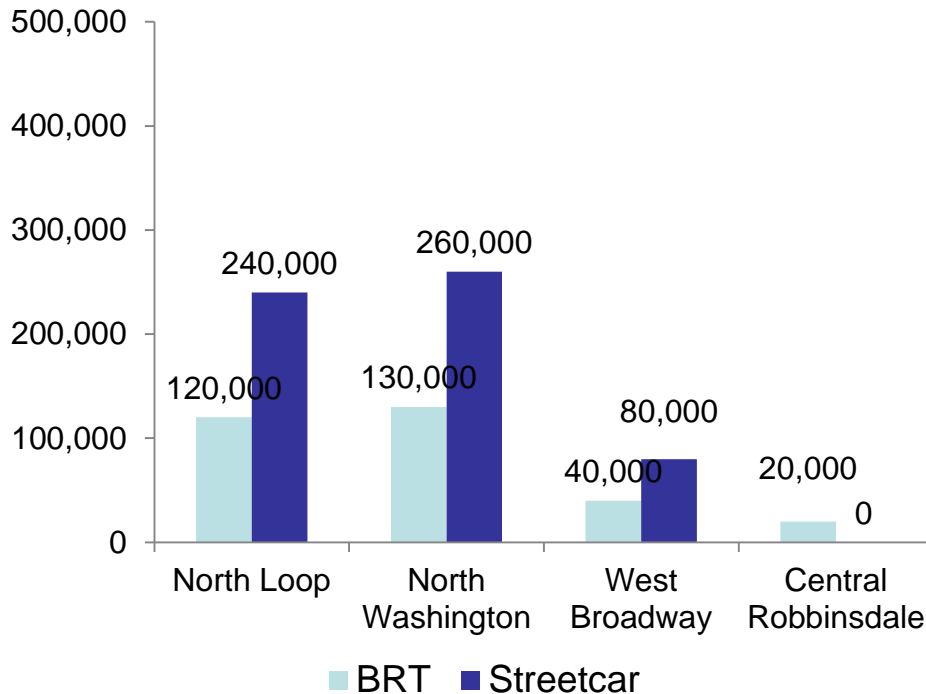
Incremental Residential Development Over Baseline Scenario



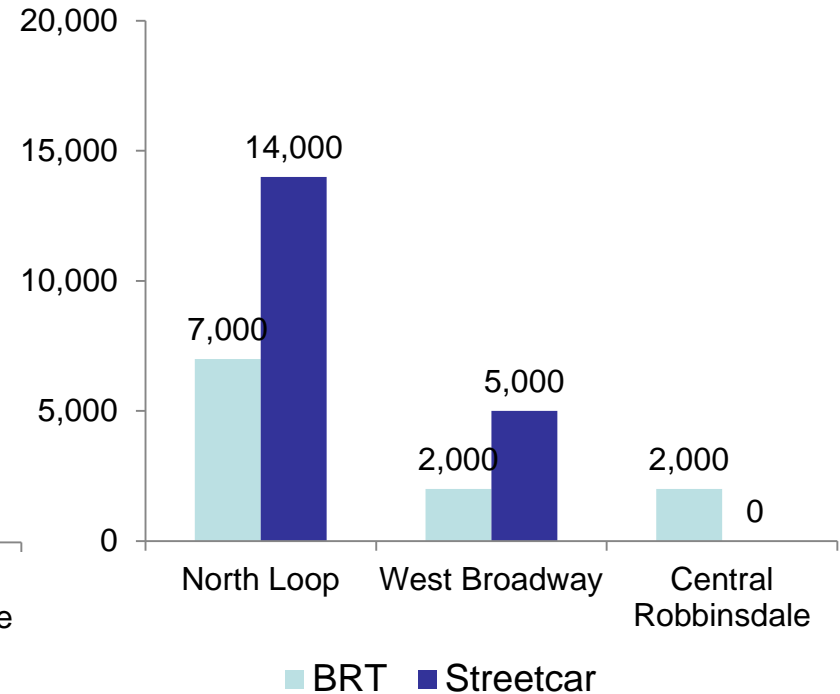
Corridor build out is over 25 years

Office and retail development will also be greater with a streetcar investment

Office SF



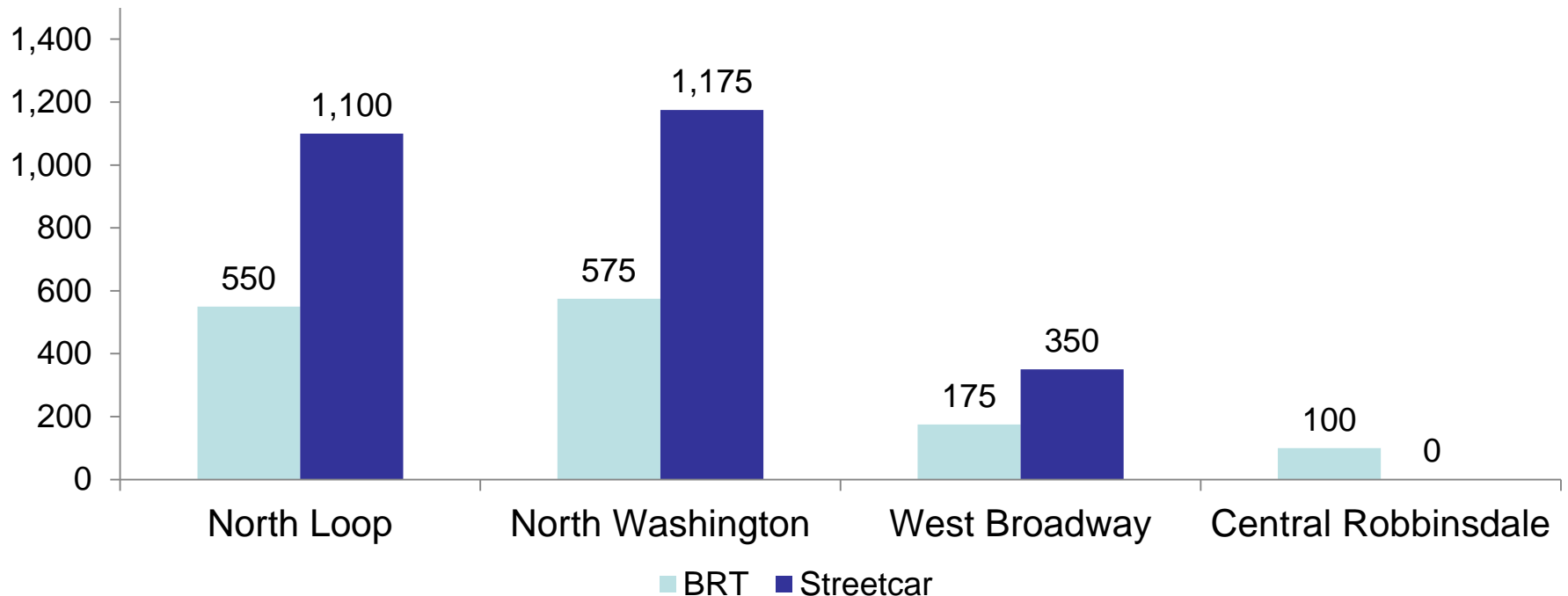
Retail SF



Corridor build out is over 25 years

Streetcar is projected to be associated with about 1,200 more new jobs than BRT

Incremental Job Growth in Corridor



Corridor build out is over 25 years

Projected Real Estate Values and Capital Costs

- **Incremental Real Estate Value Generated:**
 - Arterial BRT: **\$280-\$390M**
 - Streetcar: **\$480-\$640M**
- **Capital Cost:**
 - Arterial BRT: **\$40M**
 - Streetcar: **\$229M**