

The Downtown L.A. Streetcar will create additive value of

# \$1.1 billion in new development

## IN DOWNTOWN LOS ANGELES ABOVE BASELINE PROJECTIONS WITHOUT A STREETCAR

### \$125 million CAPITAL INVESTMENT IN THE STREETCAR SYSTEM

Including streetcar tracks, power systems, streetcar vehicles, cost contingencies, and associated transportation infrastructure improvements, the Los Angeles Streetcar system has an estimated

development budget of \$125 million, or roughly \$25 million per mile. In return, the Streetcar will spur \$940 million of development and construction in Downtown Los Angeles.



### \$730 million IN NEW RESIDENTIAL CONSTRUCTION

### 2,600 NEW HOUSING UNITS

The Streetcar will stimulate the construction of 2,600 housing units above Downtown's expected baseline growth rate. This translates into an estimated construction cost and investment of \$730 million (not including land costs).

### 3,600 NEW RESIDENTS

By providing better access to local amenities and regional transportation, the Streetcar will help attract 3,600 new residents above Downtown's baseline growth rate. These new residents will have an aggregate income of \$240 million and will spend \$10.5 million annually at Downtown restaurants and retailers. More residents will increase demand for housing, enhance property values, and ultimately contribute to Downtown's active live, work, and play environment.



### \$210 million IN NEW OFFICE CONSTRUCTION

### 675,000 NEW SQUARE FEET OF OFFICE SPACE

The Streetcar will induce new and existing firms to develop and locate their businesses in Downtown. This will drive demand for 675,000 square feet of new and rehabilitated office and supportive retail space along the Streetcar alignment above expected baseline growth. This translates into a construction cost and investment of \$210 million (not including land costs).

### 1,700 NEW OFFICE EMPLOYEES

The Streetcar will support occupancy growth and tenant retention by attracting firms to locate in Downtown. The Streetcar will generate more than 1,700 permanent new office and nearly 100 ancillary services jobs along the Streetcar alignment over the next 25 years, with total annual earnings reaching more than \$110 million.

The Downtown L.A. Streetcar will create additive value of

# 9,300 new jobs

## ABOVE BASELINE PROJECTIONS WITHOUT A STREETCAR



### 7,200 NEW CONSTRUCTION JOBS

Over the next 25 years, the Streetcar will support 7,200 one-time construction jobs\* in Downtown Los Angeles. These jobs will result from the construction and rehabilitation of office and residential buildings, in addition to the actual construction of the streetcar system. All of the jobs will be produced above Downtown's baseline rate of growth.

### 5,200 ONE-TIME RESIDENTIAL CONSTRUCTION JOBS

The Streetcar will induce the construction of more than 2,600 new housing units and 35,000 square feet of new retail, entertainment, and restaurant space during the development period. This will create 5,200 direct one-time construction jobs\* in Downtown above expected baseline growth. 3,900 of these jobs will be net new to the City of Los Angeles.

### 1,500 ONE-TIME OFFICE CONSTRUCTION JOBS

The Streetcar will induce the construction and rehabilitation of 675,000 square feet of office space and 20,000 square feet of new retail, entertainment, and restaurant space. During the development period, this will create 1,500 direct one-time construction jobs\* in Downtown. 1,000 of these jobs will be net new to the City of Los Angeles.

### 500 ONE-TIME STREETCAR CONSTRUCTION JOBS

Over a four-year development period, construction of the Streetcar line will generate 500 direct and 400 indirect construction-related jobs\* in Downtown. All of these jobs will be net new to the City of Los Angeles.



### 2,100 NEW PERMANENT JOBS IN DOWNTOWN LOS ANGELES

The Streetcar will stimulate office development, support retail and entertainment businesses, drive strong rent and occupancy growth, and induce firms to locate in Downtown Los Angeles. Over the next 25 years, the Streetcar will support at least 2,100 new and permanent jobs above Downtown's baseline rate of growth.

### 1,700 NEW AND PERMANENT OFFICE JOBS

The Streetcar will support the creation of 1,700 new and permanent office jobs along the Streetcar alignment with annual employee compensation of more than \$100 million. This investment will support 700 net new jobs across the City of Los Angeles.

### 350 NEW DOWNTOWN JOBS FROM NEW CONSUMER SPENDING AND STREETCAR OPERATIONS

300 new jobs will be induced by retail, entertainment, and hospitality sales. 50 more jobs will be directly supported by Streetcar operations. Annual employee compensation will reach more than \$9.1 million. Indirect impacts of this spending will support 600 net new jobs across the City of Los Angeles.

\* Construction jobs are reported in job-years (one year of one job).

The Downtown L.A. Streetcar will create additive value of

# \$24.5 million in new annual spending

## ABOVE BASELINE PROJECTIONS WITHOUT A STREETCAR



By 2035, the Streetcar will support \$24.5 million in new annual retail sales from new employees, business visitors, residents, and leisure visitors. Increased connectivity and access to the Streetcar system will generate new spending on retail, food, beverage, parking, and hospitality services above Downtown's baseline rate of growth. These will be new dollars to Downtown directly induced by the Streetcar above and beyond normal and expected growth in the market from other factors.

### \$900,000

#### IN NEW ANNUAL SPENDING ON 5,800 NEW HOTEL ROOM NIGHTS

By creating a more connected and accessible Downtown, the Streetcar will contribute to higher convention attendance and increased over-night business activity. This will generate 5,800 new hotel room night bookings and \$900,000 of new hotel spending above Downtown's baseline growth rate.

### \$10.5 million

#### IN NEW ANNUAL SPENDING FROM NEW DOWNTOWN RESIDENTS

The Streetcar will attract 3,600 new residents to Downtown over the next 25 years above baseline growth projections, with an aggregate annual income of \$240 million. These new residents will spend \$10.5 million on lunch, dinner, and convenience retail in Downtown each year.

### \$7.0 million

#### IN NEW ANNUAL RETAIL SALES FROM NEW OFFICE WORKERS AND BUSINESS VISITORS

The Streetcar will directly stimulate the creation of 1,700 new office jobs that will annually spend \$7.0 million on lunch, dinner, entertainment, shopping, and parking in Downtown. Business-related hotel expenditures are discussed separately.

### \$6.1 million

#### IN NEW ANNUAL SPENDING FROM NEW LEISURE AND CONVENTION VISITORS

With increased transit connectivity and a 'park once' mentality, the Streetcar will induce leisure visitors to increase their length of stay. If just one percent of new leisure visitors stay two extra hours for dinner or drinks before or after an event, they will annually spend another \$5.7 million at Downtown establishments. Combined with new convention business, leisure visitors and convention attendees are expected to annually spend \$6.1 million on retail, food and beverage, and entertainment services. Related hotel expenditures are discussed separately.

The Downtown L.A. Streetcar will create additive value of

# \$47 million in new city revenue

## ABOVE BASELINE PROJECTIONS WITHOUT A STREETCAR

Over the course of the 25-year study period, development stimulated by the Streetcar will generate \$47 million in new unrestricted revenues to the City of Los Angeles. These revenues will be generated by increases in retail sales, food and beverage purchases, hotel room bookings, parking usage, and property values above Downtown's baseline growth.

### \$1.8 million IN HOTEL TAX REVENUES

The Streetcar will drive demand for 5,800 new hotel rooms from business and convention visitors, resulting in approximately \$115,000 new hotel tax revenues on an annual basis for the City of Los Angeles. This will total \$1.8 million over 25 years.

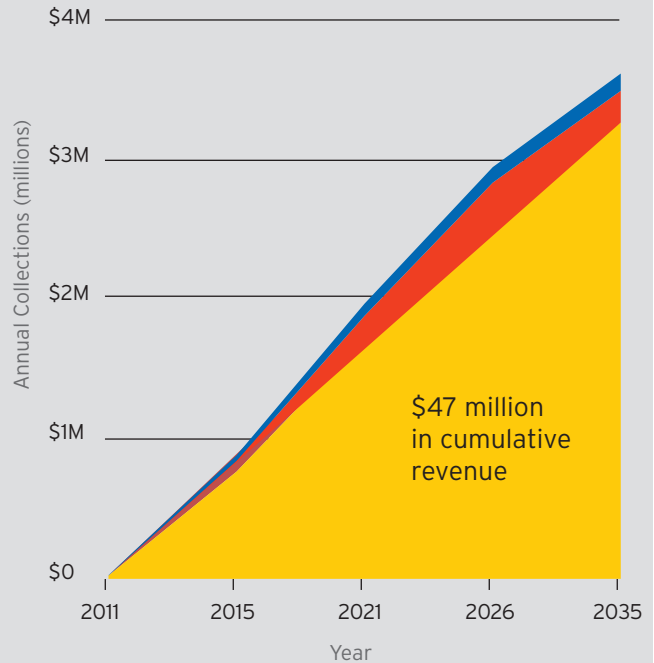
### \$3.3 million IN SALES & PARKING TAX REVENUES

Combined expenditures of new workers, residents, and visitors induced by the Streetcar will generate \$23.6 million in annual sales above baseline growth. This translates into \$230,000 of new sales and parking taxes accruing annually to the City of Los Angeles by the end of the development period, for a total of \$3.3 million over 25 years.

### \$42 million IN PROPERTY TAX REVENUES

With \$940 million in new real estate development above baseline growth expectations, the Streetcar will support \$3.2 million in annual property tax collections by the end of the development period. These new property tax revenues will cumulatively reach \$42 million over the entire development period.

#### NEW ANNUAL CITY TAX REVENUES



#### SOURCES OF NEW REVENUE

Hotel Sales & Parking Property