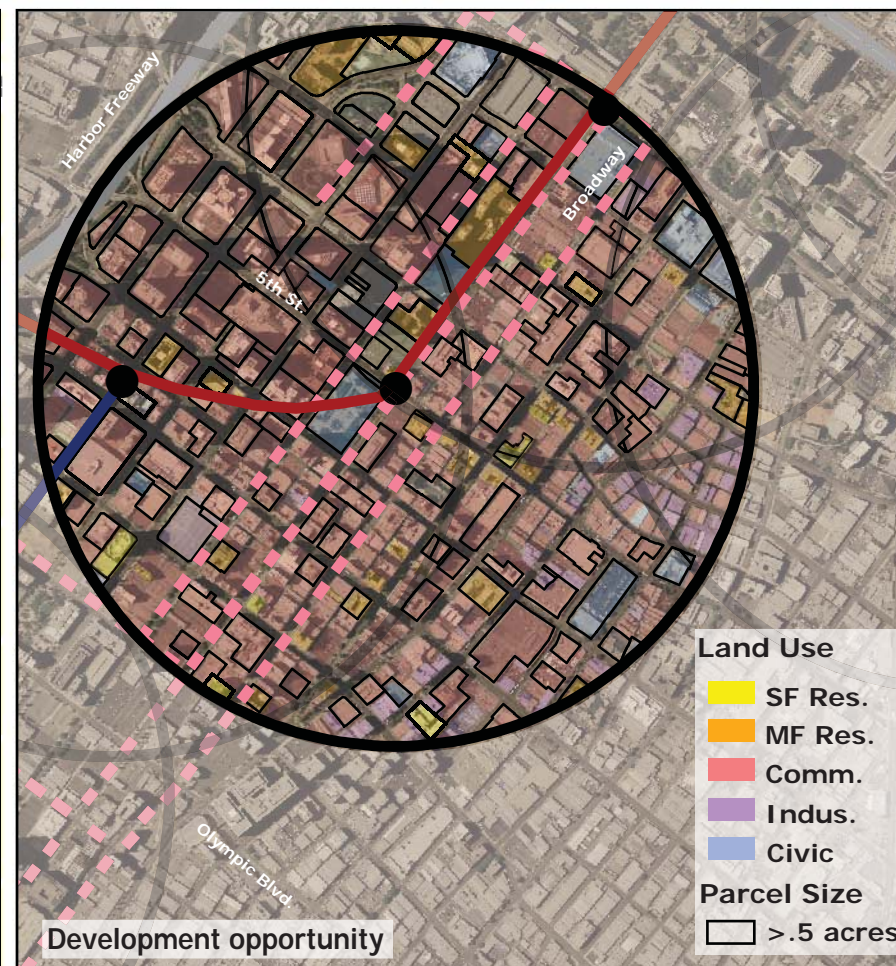
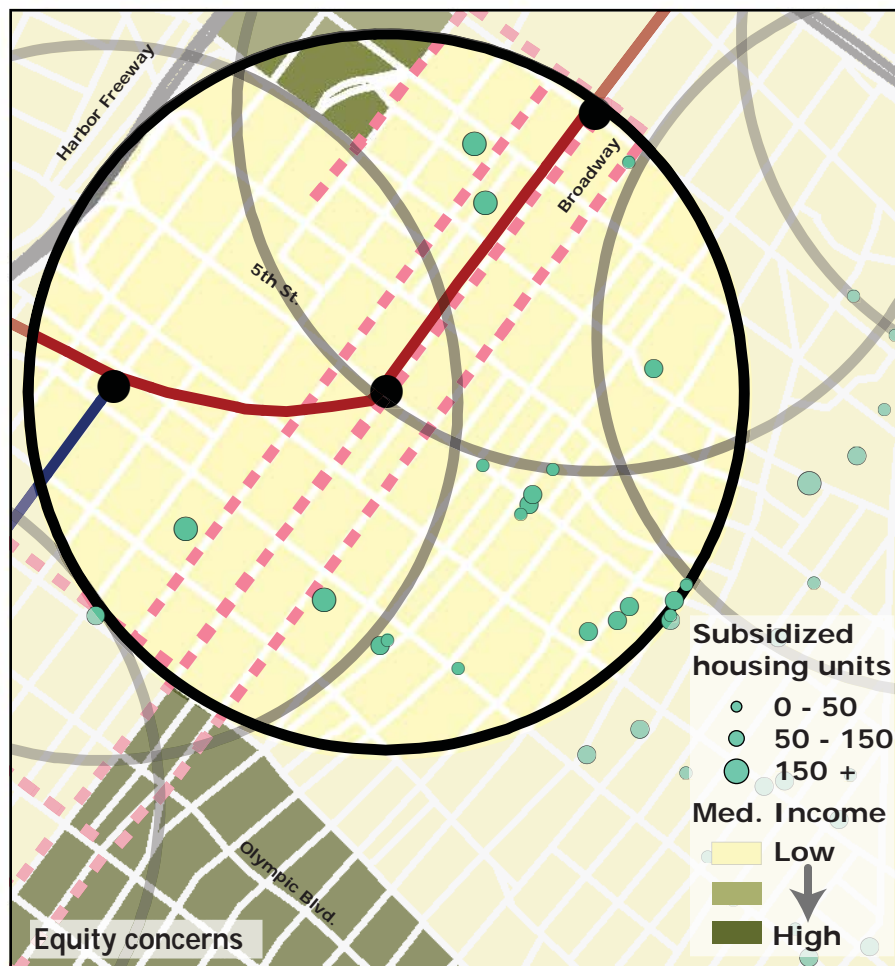
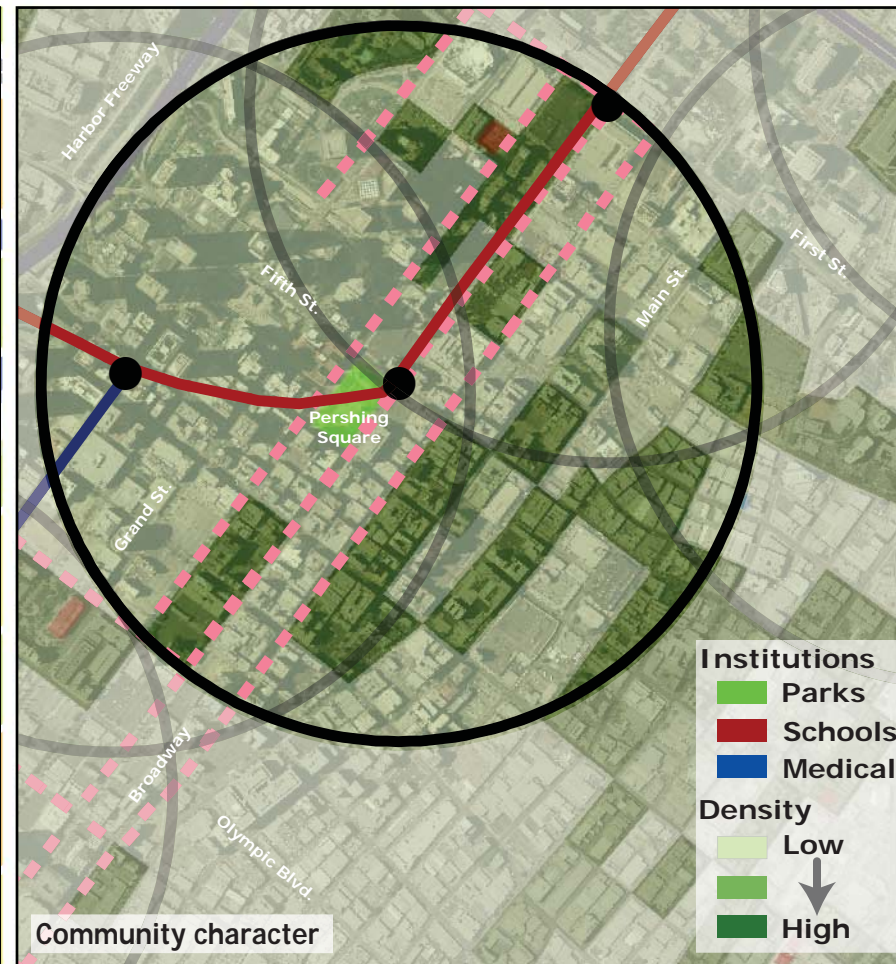
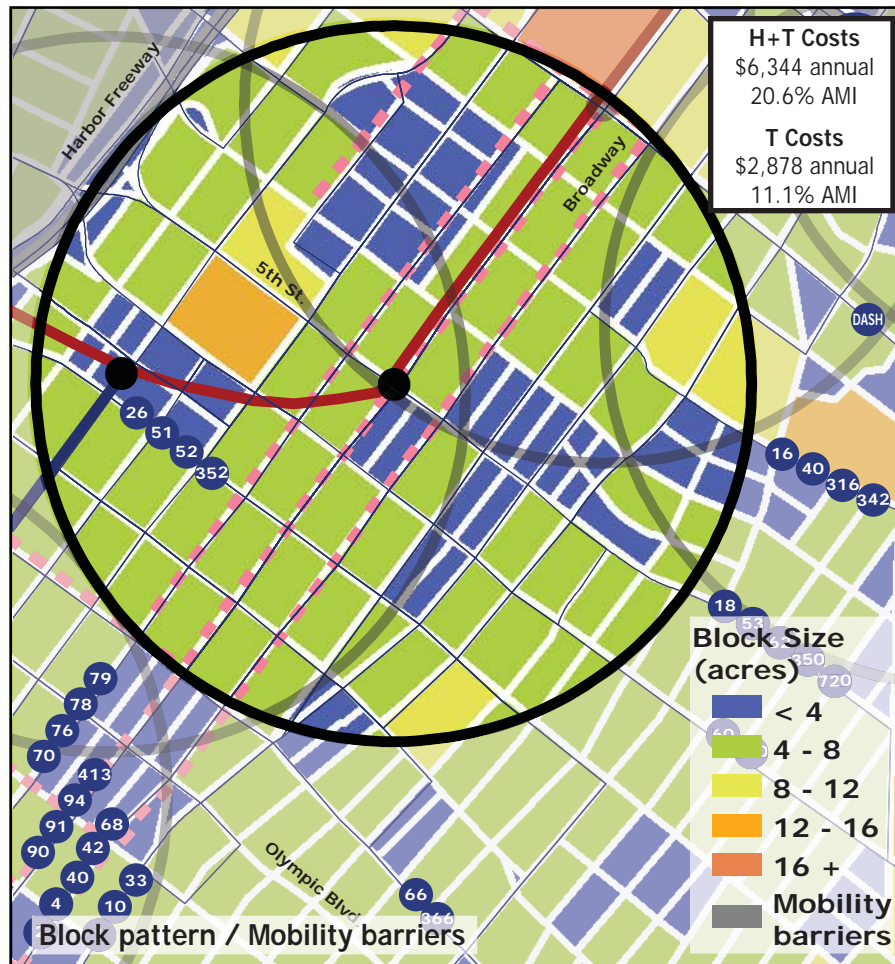
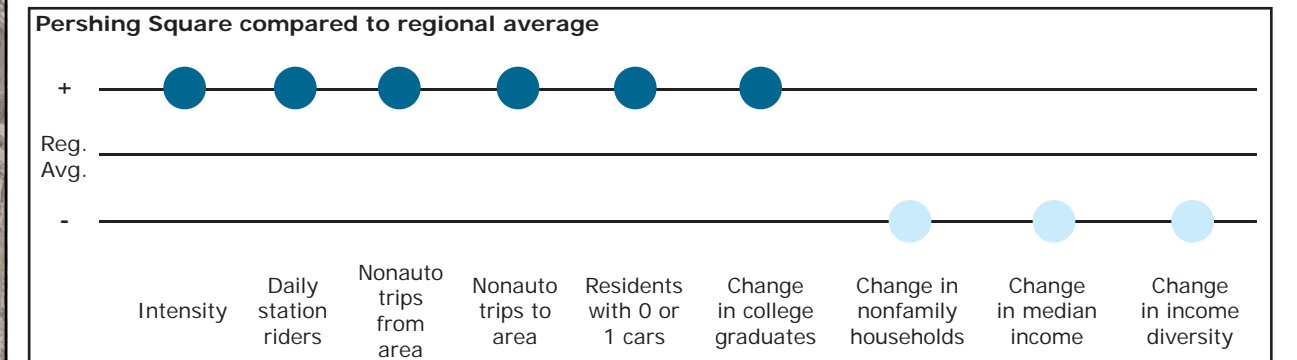


Los Angeles TOD Typology and Case Study Project

Pershing Square - Subway

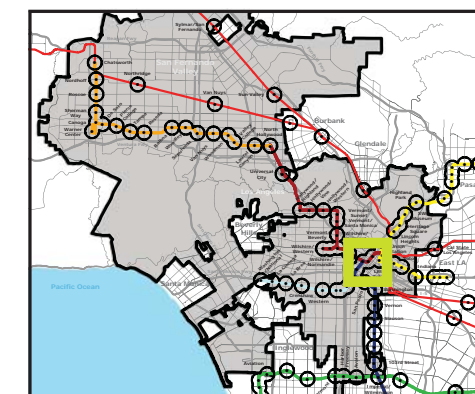
Neighborhood Type CBD/Special District
Station Type Underground, High corridor ridership
Neighborhood Change Stable Low Income
Development Opportunity High-moderate

| Category | Screen | Value | Reads As |
|---------------------------------|-------------------------------------|---------------------------|-----------------|
| Neighborhood Type (Uses) | Use Mix | 7.86 jobs/resident | Employment Area |
| | Intensity | 180.3 persons/acre | High |
| Access and Mobility | Daily station boardings | 10,581 riders | High |
| | Mobility barriers | freeway proximity | Semi-walkable |
| | Nonauto work trips from area | 49.3% | High |
| | Nonauto work trips to area | 23.4% | High |
| | Residents with 1 or 0 cars | 92.2% | High |
| Neighborhood Change | College graduates (1990-2000) | 26.1% | Increase |
| | Nonfamily households (1990-2000) | -3.4% | Decrease |
| | Median Income (1990-2000) | -16.0% | Decrease |
| | Income diversity (1990-2000) | -11.5% | Decrease |
| | Affordable Units (2009-2015) | 1,418 units, 58% expiring | Moderate loss |
| Development Opportunity | Underutilized Land | 146.7 acres | Many, small |
| | Avg. commercial & industrial parcel | 0.48 acres | Low |



Legend

- Freeway
- Transit**
- Station
- Proposed Streetcar
- Blue Line
- Subway
- Bus line
- Half-mile radius



November 5, 2009, Draft