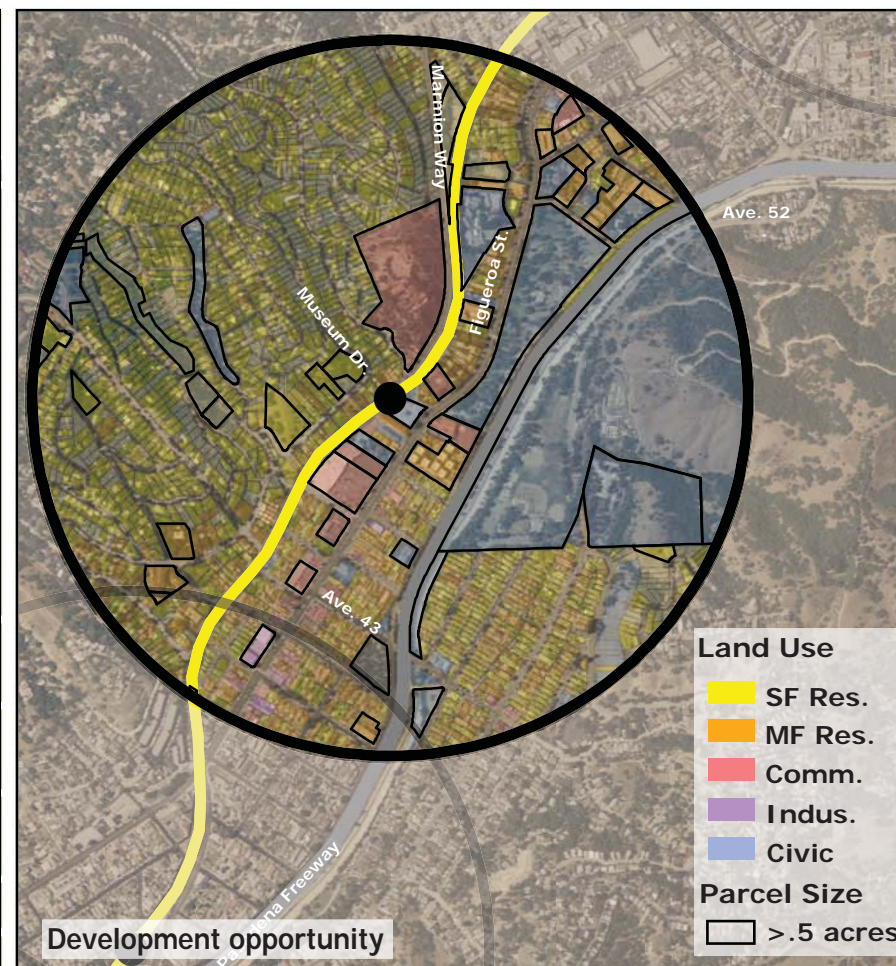
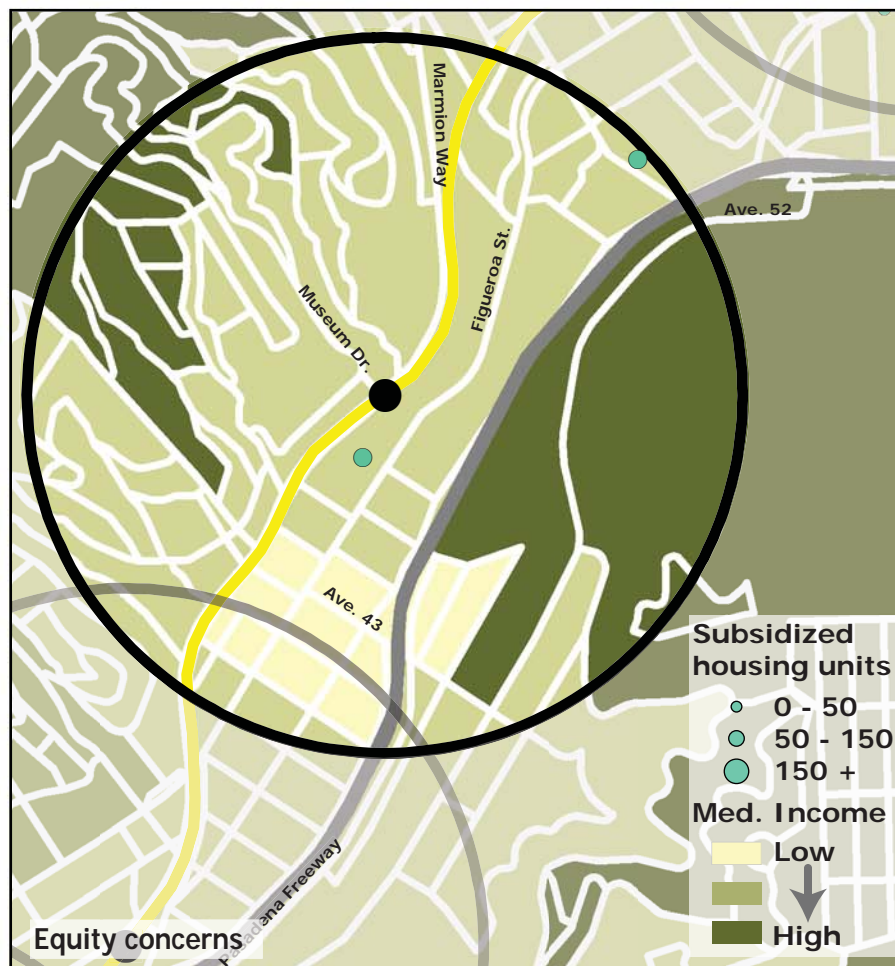
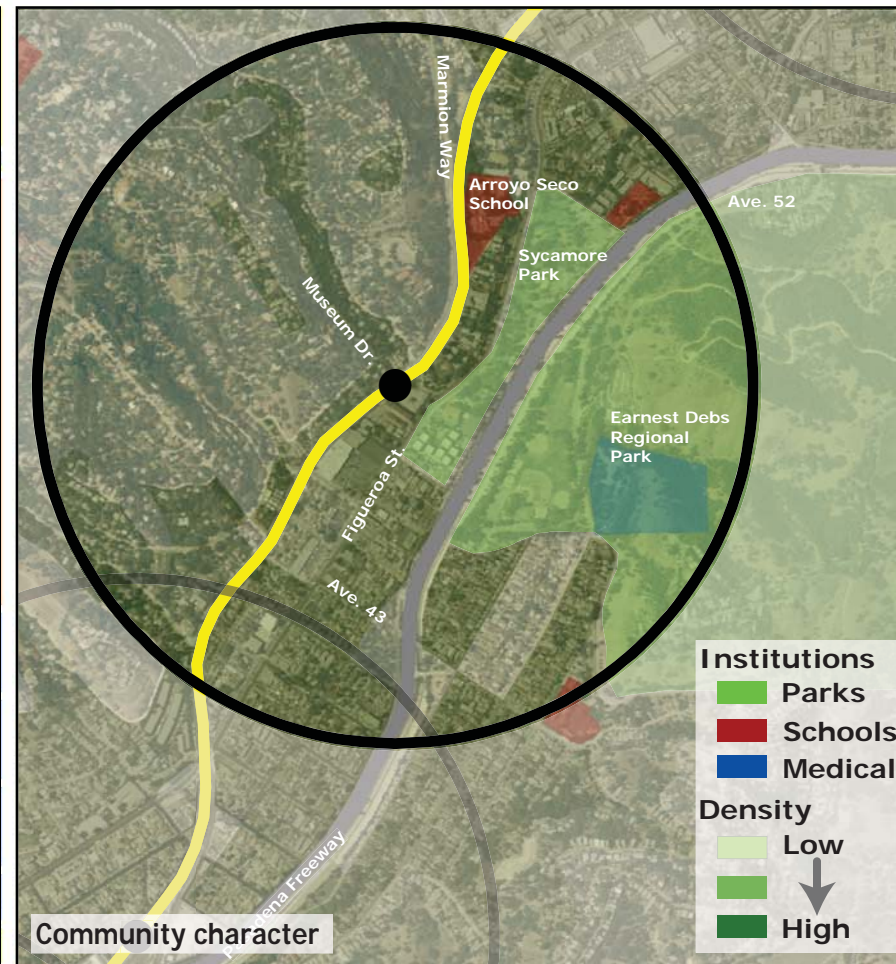
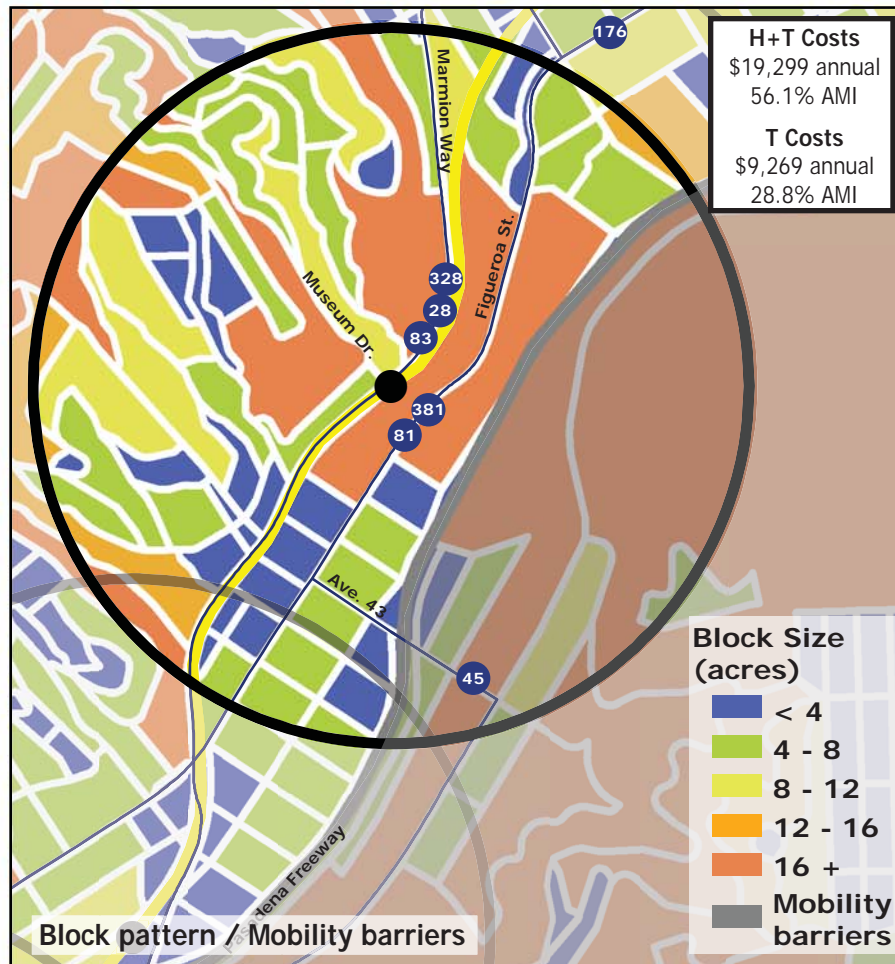
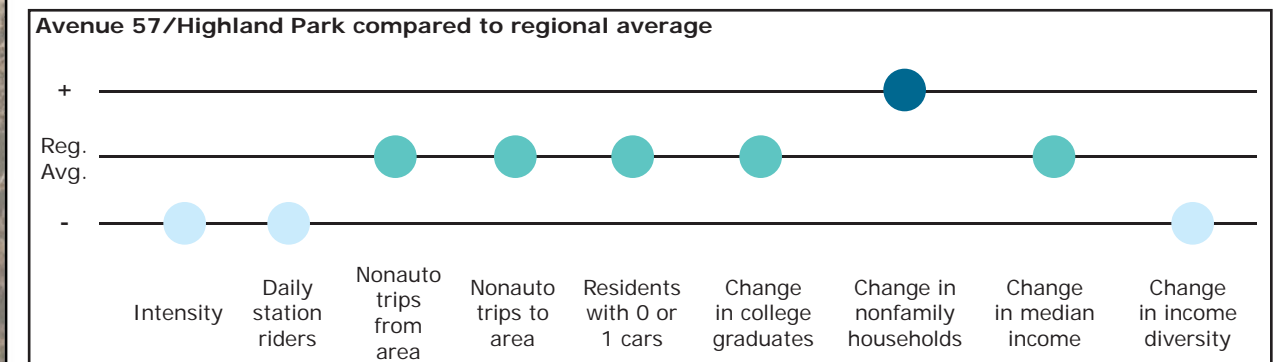


# Los Angeles TOD Typology and Case Study Project

## Southwest Museum - Gold Line

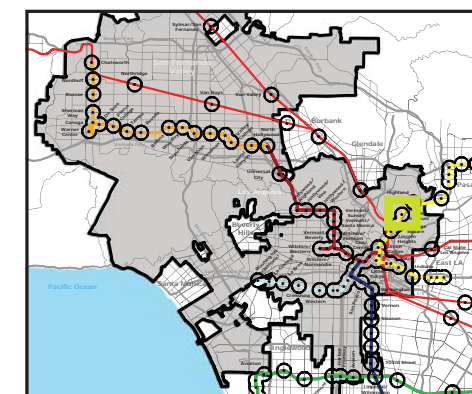
**Neighborhood Type** Suburban Neighborhood  
**Station Type** Street level, Low corridor ridership  
**Neighborhood Change** Becoming more low income  
**Development Opportunity** Low-moderate

Category	Screen	Value	Reads As
<b>Neighborhood Type (Uses)</b>	Use Mix	0.05 jobs/resident	Residential
	Intensity	15.2 persons/acre	Low
<b>Access and Mobility</b>	Daily station boardings	492 riders	Low
	Mobility barriers	freeways; block size	Auto-oriented
	Nonauto work trips from area	16.2%	Moderate
	Nonauto work trips to area	16.4%	Moderate
	Residents with 1 or 0 cars	58.9%	Moderate
<b>Neighborhood Change</b>	College graduates (1990-2000)	+17.1%	Nominal change
	Nonfamily households (1990-2000)	+10.0%	Rapid increase
	Median Income (1990-2000)	-8.5%	Nominal change
	Income diversity (1990-2000)	-7.9%	Decrease
	Affordable Units (2009-2015)	89 units, 100% expiring	High loss
<b>Development Opportunity</b>	Underutilized Land	8.5 acres	Few, scattered
	Avg. commercial & industrial parcel	0.65 acres	Moderate



### Legend

- Freeway
- Station
- Gold Line
- Bus line
- Half-mile radius



October 20, 2009,  
Draft



Data sources: 1990 and 2000 Census SF3 Tables; USDA; City of Los Angeles; LA City Metro Transit Authority; County of Los Angeles Assessor's Office; HUD User; CTOD TOD database.