

# 3. REQUIRE

## density around transit.

### ACCOMPLISHMENTS

- Adopted the new Hollywood Community Plan, which guides future growth in Hollywood toward a Regional Center well-served by transit, including Red Line stations.
- Adopted New Community Plans for West Adams-Baldwin Hills-Leimert, which will be accompanied by Community Plan Implementation Overlays (CPIOs) that implement Transit-Oriented District (TOD) vision plans and principles.
- Through Project RENEW, brought to conceptual City Planning Commission approval 10 TODs along the Blue and Green Lines, completing community visioning, and a template CPIO for incorporation into the South and Southeast Community Plans.
- Successfully applied for over \$7.5 million in grant funds from Metro for TOD plans at 24 transit stations serving five major transit corridors: Exposition and Crenshaw light rail lines, the Orange Line Bus Rapid Transit, Westside Subway Extension, and Downtown Los Angeles rail stations.
- Created TOD “vision” plans along several additional transit corridors, including the Expo Line - Phase 1, the Gold Line Extension in Boyle Heights, and the Orange Line stations, including “Tarzana Crossing” at Reseda Blvd.
- Assisted the Mayor’s Office in convening an inter-departmental TOD Cabinet, co-chaired by Commission President Bill Roschen.



“We need more jobs and housing, for our current residents and for those whose arrival is imminent. At the same time, we must foster our fledgling rail system and its bus partner, to untangle our worsening traffic. The planning solution is elementary: **congregate additional density at train and rapid bus stops**, and discourage new density where we anticipate no mass transit relief valve.”

Do Real Planning (2007)  
As Originally Issued by Los Angeles City Planning Commission

