Notice of **Public Hearing**

Aviso de Audiencia Pública • 공청회통지
Abiso ng Pagdinig sa Publiko • 公開聽證會通知
Հանրային լսումների մասին ծանուցագիր

311 | Traducción 번역 • 翻译 Pagsasalin Թարգմանություն

LOS ANGELES CITY PLANNING

December 13, 2022 after 4:30 p.m.

Central Area Planning Commission

The meeting's agenda will be provided no later than 72 hours before the meeting at **planning4la.org/hearings**. Please note that virtual meeting instructions will be provided on the meeting agenda.

Due to concerns over COVID-19, this public hearing will be conducted entirely telephonically by Zoom (https://zoom.us/) and will allow for remote public comment.

Options to Participate:
By phone: (669)900-9128 or (213) 338-8477
When prompted, enter the Meeting ID: 895 1481 1248

With a PC, MAC, iPad, iPhone, or Android, click on this URL:
https://planning-lacity-org.zoom.us/j/89514811248
Enter Meeting ID: 895 1481 1248and Passcode: 163601

You will be auto-muted when entering the meeting. To comment on an agenda item, click the raise hand icon (Webinar) or press *9 (Phone) to "raise your hand" virtually following staff calling the item.



Project Address

Sitio de Proyecto
프로젝트 주소 • 項目地址
Address ng Proyekto
ծրագրի Հասցե

6726-6740 West Sunset Boulevard, 1434 North McCadden Place
Los Angeles, CA 90028

Proposed Project

Proyecto Propuesto
프로젝트 제안 • 擬議項目
Iminungkahing Proyekto
Առաջարկվող ծրագիր

The project consists of the demolition of an existing commercial building and surface parking lot and the construction, use, and maintenance of a new approximately 3,448 square-foot fast-food drive-through restaurant and surface parking lot. Proposed hours of operation are from 9:00 a.m. to 1:00 a.m. Sunday through Thursday and from 9:00 a.m. to 3:30 a.m. Friday through Saturday.

Actions Requested

Acciones solicitadas • 요청 된 작업 • 所要求的事項 • Humiling ng Mga Pagkilos • Հայցվող գործողությունները

The Central Los Angeles Area Planning Commission will consider an appeal of the entirety of the Zoning Administrator's decision to approve:

1. Pursuant to CEQA Guidelines Section 15074(b), the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2021-4711-MND (“Mitigated Negative Declaration”), and all comments received;

2. Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.24 W.17 and W.27, a Conditional Use Permit to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone, as well as deviations from Commercial Corner development standards including less than 50 percent window transparency for exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets and hours of operation; and

3. Pursuant to LAMC Section 12.27, a Zone Variance to permit a drive-through fast-food use in the RD1.5-1XL Zone, a Zone Variance to permit an outdoor eating area in excess of 50 percent of the interior dining area in the C4-2D-SN Zone, and a Zone Variance to permit access and accessory parking from a more restrictive zone to a less restrictive zone.

Case Information

Información del caso • 케이스 정보 • 案例資訊 • Impormasyon sa Kaso • Տեղեկություններ գործի վերաբերյալ

Case Number(s):

ZA-2021-4710-CU-ZV-SPR-1A

Related Case Number(s):

ZA-2021-4710-CU-ZV-SPR

Zone:

C4-2D-SN, RD1.5-1XL

Land Use Designation:

Regional Center Commercial,
Low Medium II Residential

Council District:

13 - O'Farrell

Applicant:

Raising Cane's

Applicant Representative:

Sherrie Olson, Permits N More, Inc

Environmental Case Number(s):

ENV-2021-4711-MND

Overlay(s):

Hollywood Redevelopment Project Area

Community Plan Area:

Hollywood

Assigned Staff Contact Information:

More Song, City Planner
more.song@lacity.org
(213) 978-1319
200 North Spring Street, Room 763
Los Angeles, CA 90012

Appellant/Appellant Representative:

Madeline Brozen (on behalf of:

Madeline Brozen
Louis Abramson
Spencer Hillman
Ralph Samuel Lehman
Mollie Lehman
John Samuel Stady)

Who's Receiving This Notice

Quién recibe este aviso • 본통지를받은사람들 • 誰會收到此通知
Sino ang Tumatanggap ng Paunawang Ito • Սույն ծանուցագիրը ստացող կողմը

You are receiving this notice either because you live on or own property that is on a site within 500 feet of where a project application has been filed with the Department of City Planning, or because you requested to be added to the interested parties list. You are invited to attend this hearing to learn more about the proposed project and offer feedback. If unable to attend, you may contact the planner to provide written comment, obtain additional information, and/or review the project file.

General Information - Visit our website at planning4la.org/hearings for general information about public hearings and the exhaustion of administrative remedies.

File Review - The complete file will be available for public inspection by appointment only. Please email the staff identified on the front page, at least three (3) days in advance, to arrange for an appointment. Files are not available for review the day of or day before the hearing.

Agendas And Reports - Commission Agendas are accessible online at planning.lacity.org, by selecting "Commissions & Hearings", the specific Area or City Planning Commission and "Agendas". Appeal Recommendation Reports are available on-line seven (7) days prior to the Commission meeting and are hyperlinked to the case numbers on the agenda. **Please note that Appeal Recommendation Reports are not prepared for appeals related to Zoning Administrator decisions.**

Be advised that the Commission may RECONSIDER and alter its action taken on items listed on the meeting agenda at any time during this meeting or during the next regular meeting, in accordance with the Commission Policies and Procedures and provided that the Commission retains jurisdiction over the case. **If a Commission meeting is cancelled or adjourned due to lack of quorum, all remaining agenda items shall be continued to the next regular meeting or beyond, as long as the continuance is within the legal time limits of the case or cases.**

Testimony And Correspondence - Your attendance is optional; oral testimony can only be given at the Commission meeting and may be limited due to time constraints. Written testimony or evidentiary documentation may be submitted prior to, or at the meeting in accordance to the Commission's submittal requirements. Commissions function in a quasi-judicial capacity and therefore, cannot be contacted directly. Any materials submitted to the Commission become City property and will not be returned. This includes any correspondence or exhibits used as part of your testimony.

Requirements For Submission Of Materials - Written materials may be submitted prior to or at the meeting in accordance with the submittal requirements below. The case number must be written on all communications, plans and exhibits.

Please see revised submission guidelines below which have been modified in order to accommodate the conduct of the public hearing telephonically in conformity with Government Code Section 54953, subsections (e)(1) and (e)(3), and in light of the State of Emergency proclaimed by the Governor on March 4, 2020 relating to COVID-19.

- **Regular Submissions** – Written materials not limited as to volume must be received by the Commission Executive Assistant no later than by end of business day Monday of the week prior to the week of the Commission meeting. Materials must be delivered electronically to the staff and commission email identified on the front of this page.
- **Secondary Submissions** - All written materials in response to an Appeal Recommendation Report and/or additional comments must be submitted no later than **48 hours before to the Commission meeting (for Central, South LA and Harbor APCs, materials must be received no later than by 3:00 p.m., Thursday of the week prior to the Commission Meeting)**. Submissions, including exhibits, shall not exceed ten (10) pages and must be submitted electronically to the Commission identified on the front of this notice.
- **Day of Hearing Submissions** - Submissions less than 48 hours prior to, and including the day of the Commission meeting, must not exceed two (2) written pages, including exhibits. Photographs do not count toward the page limitation. These must be submitted electronically to the Commission email identified on the front of this page.
- **Non-Complying Submissions** - Submissions that do not comply with these rules will be stamped "File Copy. Non-complying Submission". Non-complying submissions will be placed into the official case file, but they will not be delivered to, or considered by the Commission. The Commission Rules and Operating Procedures are available online at planning.lacity.org by selecting "Commissions & Hearings" and selecting the specific Commission.

Exhaustion Of Administrative Remedies And Judicial Review - If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agenized here, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Accommodations - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. To request a reasonable accommodation, such as translation or interpretation, please contact the Commission Executive Assistant at (213)978-1128, the Commission Office Main Line at (213) 978-1300 or by email at apccentral @lacity.org a minimum of 3 days (72 hours) prior to the public hearing. Be sure to identify the language you need English to be translated into and indicate if the request is for oral interpretation or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.

MASTER APPEAL FORM

WITH ATTACHMENTS

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☑ Area Planning Commission ☐ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: ZA-2021-4710-CU-ZV-SPR

Project Address: 6726 - 6740 West Sunset Blvd., 1434-1456 North McCadden Place

Final Date to Appeal: 10/17/2022

2. APPELLANT

Appellant Identity: (check all that apply)
☑ Representative ☑ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Madeline Brozen, on behalf of self, Louis Abramson, Spencer Hillman, Ralph Samuel Lehman, Mollie Lehman, _and John Samuel Stady__

☐ Person affected by the determination made by the **Department of Building and Safety**

☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

3. APPELLANT INFORMATION

Appellant's Name: Madeline Brozen

Company/Organization:

Mailing Address: 6712 Leland Way

City: Los Angeles State: CA Zip: 90028

Telephone: (612) 747-9618 E-mail: mwbrozen@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?
☑ Self ✔ ☒ Other: Neighbors Louis Abramson, Spencer Hillman, Ralph Samuel Lehman, Mollie Lehman, and John Samuel Stady

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☑ The reason for the appeal
- ☑ How you are aggrieved by the decision
- ☑ Specifically the points at issue
- ☑ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Madeline Brozen Date: 10/14/22

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☑ Appeal Application (form CP-7769)
- ☑ Justification/Reason for Appeal
- ☑ Copies of Original Determination Letter

b. Electronic Copy

☑ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.

☑ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC

☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

October 14, 2022

RE: Appeal Justification for Raising Cane's (6726-6740 West Sunset Boulevard, 1434-1456 North Mccadden Place, Los Angeles CA 90028); DCP Case Nos. ZA-2021-4710-CU-ZV-SPR, ENV-2021-4711-MND; Approval Made Effective by September 30, 2022 Letter of Determination

To the Central Area Planning Commission,

We, a coalition of Hollywood renters and homeowners, are appealing ("Appeal") the above-referenced development involving the proposed demolition of a one-story, commercial structure and the construction of a one-story, Raising Cane's drive-thru fast food restaurant ("Project") located at 6726-6740 West Sunset Boulevard, 1434-1456 North Mccadden Place ("Site") proposed by Raising Cane's ("Applicant"). In furtherance of the Project, the Applicant seeks approval of i) multiple land use entitlements ("Entitlements") under DCP Case No. ZA-2021-4710-CU-ZV-SPR and ii) environmental review clearance via a Mitigated Negative Declaration ("MND")[1] under DCP Case No. ENV-2021-4711-MND (collectively "Project Approvals"). The Associate Zoning Administrator ("ZA") approved the Project's Entitlements, relying on Conditional Use Findings in a Letter of Determination mailed on September 30, 2022 ("LOD")[2], which identifies the applicable appeal deadline as October 17, 2022.

REASON FOR THE APPEAL:

Based on the review of the Letter of Determination (LOD) and other relevant documents, granting of the Entitlements violates the Los Angeles Municipal Code ("LAMC" or "Code") and the Mitigated Negative Declaration (MND) violates the California Environmental Quality Act ("CEQA"). We appeal both the Entitlements and the CEQA clearance. We respectfully request the City grant this Appeal and deny the Project Approvals.

SPECIFIC POINTS IN ISSUE:

Specific entitlements which we are appealing include:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.17: The approval of a Conditional Use to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone;
- Pursuant to LAMC Section 12.27: The approval of a Zone Variance to permit a drive-through fast-food use partially in the RD1.5-1XL Zone;
- Pursuant to LAMC Section 16.05: The dismissal of a Site Plan Review for a change of use to a drive-through fast-food establishment inasmuch as such development will not result in a net increase of 500 or more average daily vehicle trips;
- The Conditional Use Findings included in the Letter of Determination

[1] MND: https://planning.lacity.org/odocument/5838dd3e-8fcf-4a89-9633-84afc3e6c37b/ENV-2021-4711.pdf
[2] LOD: https://planning.lacity.org/pdiscaseinfo/document/MjkxMDk0/1823a02c-5d95-4003-95c4-258347c32f18/pdd

We have multiple concerns about CEQA impacts unaddressed in the Project's MND especialy as they relate to noise, vehicle miles traveled ("VMT"), and greenhouse gas ("GHG") emissions)—which the ZA's LOD ignores.

Rebuttal of Conditional Use Findings and Zone Variance Findings

Following are rebuttals to individual Conditional Use Findings and Zone Variance Findings which show errors in judgment on the part of the Zoning Administrator (ZA) and a lack of consideration of important contextual factors for this site. They are listed in order of the Letter of Determination.

Conditional Use Findings

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

   The ZA states that the Project will be an improvement over the currently vacant commercial one-story structure because it will add a new structure and landscaping. The same could be said of *any* new project built on the property that added landscaping, indeed some of which would provide services more needed in Hollywood and the City of Los Angeles as a whole including, but not limited to: market-rate housing, affordable housing, Permanent Supportive Housing, a medical clinic, storefront commercial, or a restaurant without a drive-through.

   The ZA states that the Project will "provide a new and unique commercial service". This is false as directly west of the Project on McCaddan Place, there is an existing fast food drive-through restaurant. Not only is the adjacent properly a fast food drive-through restaurant, but it is a Chick-fil-A, which *also* specializes in chicken-centered meals. Therefore, the Project would not even provide a new and unique *fast-food drive-through commercial service*. Furthermore, a new fast food drive-through restaurant was approved on September 11th, 2021 at the parcel across Highland Ave from Chick-fil-A on the southwest corner of Highland Avenue and Sunset Boulevard. If approved, the Project would therefore represent the third fast food drive-through location in consecutive parcels along the south side of Sunset Blvd. within a total distance of 500 feet. In addition, there are three more fast food drive-through restaurants within a half mile west of the location along Sunset Boulevard: a Wendy's, a Burger King, and an incredibly popular In-N-Out Burger. There is also a Jack in the Box fast food drive-through within a half mile south of the Project site.

   The ZA also states that the Project "is a desirable use in a heavily urbanized and populated neighborhood". This credulous finding ignores the inherent conflicts of drive-through uses in heavily urbanized and pedestrianized areas. Drivers are less likely to be alert at drive-thrus and existing research demonstrates that land use variables

including the density of fast-food restaurants increase the likelihood of pedestrian crashes[3]. Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard, along with La Brea Avenue and Highland Avenue are all on the Pedestrian Enhanced District mobility corridor network in the Circulation Element of the City of Los Angeles' General Plan, Mobility 2035[4]. The existence of surrounding pedestrian districts including Sunset Blvd. demonstrates that another drive-thru restaurant is, in fact, not a desirable use at this Site. Raising Cane's is a particularly *popular* drive-through, with limited locations in Southern California. A recently-opened location in Burbank has caused significant traffic issues[5] which the City of Burbank has responded to by requesting $30,000 in funds for local traffic calming improvements[6] from Raising Cane's. These very popular drive-thru locations (such as In-N-Out and Chick-fil-A) experience higher sales volume and traffic than more established restaurants. The conditions included in the Letter of Determination do not address VMT impacts or the crash risk that might be increased in the neighborhood due to the Project.

The surrounding area already suffers from high incidences of traffic crashes as many of the streets surrounding the Project site are on the City of Los Angeles' Vision Zero High Injury Network (HIN) which represents 6% of city streets that account for 70% of deaths and severe injuries[7]. This includes the entirety of Sunset Boulevard in Hollywood, along which the Site is located as well as nearby streets including Highland Avenue from Franklin Avenue to Santa Monica Boulevard, Santa Monica Boulevard from Sycamore Avenue east past the US-101 Freeway, and La Brea Avenue from Hawthorn Avenue to Fountain Avenue are all included in this 6% of city streets on the high injury network.

Introducing even more car trips into this context is therefore extremely *undesirable* as it will lead to more conflict opportunities between people driving and people walking and biking in the neighborhood. The proposed late-night hours (hours later than the neighboring Chick-fil-A), especially in Hollywood, a late-night destination, will introduce increased trips at night, and additional risks for people walking in the neighborhood. As traffic fatalities for pedestrians have increased nationally over the past eight years, 85% of the total increase in deaths has come at night[8]. This increase is on top of the inherent fact that people walking face higher collision risks in the dark, all else being equal. The

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[3] Pei Sung-Lin et al., *Development of Countermeasures to Effectively Improve Pedestrian Safety in Low-Income Areas*, 6 Journal of Traffic and Transportation Engineering 162-74 (Apr. 2019),https://trid.trb.org/view/1583949

[4]Mobility 2035, "Pedestrian Enhanced Districts" Map (Map F) p 164: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

[5] NBC4 report, June 23, 2022: https://www.nbclosangeles.com/on-air/new-raising-canes-causing-traffic-mess-in-burbank/2923773/

[6] MyBurbank article, August 25, 2022: https://myburbank.com/city-comes-up-with-temporary-plan-for-raising-canes-neighbors-frustrations/

[7] Los Angeles Vision Zero interactive map: https://ladotlivablestreets.org/programs/vision-zero/maps

[8] Nicholas N. Ferenchak, Masoud Ghodrat Abadi (2021) Nighttime pedestrian fatalities: A comprehensive examination of infrastructure, user, vehicle, and situational factors, Journal of Safety Research, Volume 79, 2021,Pages 14-25,ISSN 0022-4375,https://doi.org/10.1016/j.jsr.2021.07.002.

Letter of Determinationallows for Friday and Saturday operating hours until 3:30 AM, an hour and a half *after* bars close.

2. **The project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

   The ZA states that the Project will be “less intensive in some regards” over the existing prior use for the site as a one-story retail commercial development. This is an erroneous finding, especially given the potential for increased trips over the prior use. In the MND, the report states that the LADOT VMT tool predicted a net decrease over the existing use, they also quote a Kimley-Horn using a more conservative traffic trip generation assumption (e.g., no trip credit for the Rite Aid store) which resulted in more traffic trips associated with the proposed project. Given the inconsistency in prediction in the MND, it would be incorrect to state confidently that the project will be less intensive in terms of additional traffic trips. Further, the less than significant impact finding with regard to Transportation Threshold (a) “Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?” uses average daily traffic figures at Sunset and Highland from 2006, nearly 18 years old, from before the adjacent Chick-fil-A was constructed in 2011. Not basing findings on current conditions undermines the validity of the less-than-significant impact. In this same section, the MND describes the nearby public transit bus service along Sunset Blvd. as an important access amenity to the Project. The reality of public bus service and drive-thrus is one of delay and not access as long queues from the existing Chick-fil-A back up onto Sunset Blvd delaying transit passengers and service.

   The Project is incompatible with adjacent properties based on how the Project is arranged on the Site and this was unaddressed in the ZA findings. The Project proposes an ingress/egress driveway on McCadden Place, across from the existing Chick-fil-A drive-through restaurant that also has an ingress and an egress drive-through on McCadden. This will present both ingress and egress driveways on the same local side street only 30 feet wide, leading to potential conflicts between motorists. There are already queues for Chick-fil-A which can back up onto the eastbound #3/parking lane on Sunset Boulevard. There will now be a much larger number of trips created where someone will turn right off of eastbound Sunset Boulevard *around* the Chick-fil-A queue onto southbound McCadden Place to access the Raising Cane’s drive-through. Those drivers will be in conflict with *more* drivers leaving both drive-throughs headed north on McCadden Place. This will all be approximately 150 feet east of the very busy Highland Avenue and Sunset Boulevard intersection, with backups potentially affecting the Level of Service of the intersection. Again, the AADT stated for this intersection is 18 years old and from before the Chick-fil-A existed so understanding the potential negative flow consequences is unclear given the lack of up-to-date data.

Drive-through restaurants also induce patrons to, quite obviously, eat their food somewhere off-site. We have found from experience living on Leland Way a block from the Chick-fil-A that a great many patrons drive to our street and other side streets to eat their food. There is no parking allowed on Leland Way turning the street into an easy target for patrons to temporarily park and use our street as an extension of the fast-food restaurant. Because of this constant behavior, our street experiences increased litter as a result, and we can reasonably expect more if the Project is approved.

The conditions in the Letter of Determination would do nothing to address the demand caused by the Project and the wider community issues related to traffic safety, littering, and pedestrian access and enhancement of the pedestrian realm, and therefore the Project *does* adversely affect and degrade the surrounding neighborhood and the public health, welfare, and safety of the surrounding community.

3. **The project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any specific plan.**

The Project does not substantially conform with the purpose, intent, and provisions of the General Plan as outlined in the Circulation element. With regards to the Circulation Element of the General Plan, Mobility 2035, the introduction of another very popular fast food drive-through restaurant will lead to increased car trips and Vehicle Miles Traveled in the neighborhood along with an increased risk of conflicts and crashes involving people driving and people walking. And would therefore be contradictory to the General Plan. Mobility 2035 Policies 1.1 Roadway User Vulnerability (design, plan, and operate streets to prioritize the safety of the most vulnerable roadway users), 2.3 Pedestrian Infrastructure (ensuring a safe and comfortable walking environment), 3.1 Access for All (recognizing pedestrian and bicycle travel as integral), and 5.2 Vehicle Miles Traveled (VMT) (which seeks to reduce VMT).

For the proposed Community Plan Implementation Overlay (CPIO) for the proposed Hollywood Community Plan update, the proposed Project use is inconsistent with the description of the Residential Center Subareas or the goals of the Plan in general. The Project site is in the proposed RC2 (Regional Center 2) subarea and a description of the subareas follows:

> ***Regional Center Subareas (RC1A, RC1B, RC2, and RC3)***
>
> *Regional Center Subareas RC1A, RC1B, RC2, and RC3 seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. Hollywood's Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Community Plan Update continues to support these types of uses and seeks to direct and accommodate future development to this transit-rich area. These Subareas seek to protect historic*

Hollywood through contextual incentives and design requirements, and by focusings on the pedestrian experience.

Zone Variance Findings

7. **The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The granting of the variance will be materially detrimental to the public welfare. Fast food drive-through restaurants induce more Vehicle Miles Traveled and more car trips than sit-down restaurants and other commercial uses. This is especially true given the unique popularity of this particular destination. While the MND classifies this Project as an infill development that, in general, has improved location efficiency, this classification ignores the particular popularity and rarity of Raising Cane's specifically. This popularity was demonstrated by the block's long lines when the new Burbank location recently opened in June 2022. As previously stated, these trips and traffic increase the risk of crashes involving people driving and people walking – especially due to the late hours proposed for the Project, including 1 AM on Sunday through Thursday and 3:30 AM on Friday.

Furthermore, the late hours increase the risk for loitering and littering in the surrounding community. While the conditions in the Letter of Determination seek to address loitering (Condition 19) and littering (Condition 21) onsite and adjacent to the premises, as evidenced by the common parking of Chick-fil-A patrons on Leland Way, the surrounding community will receive no protection from this off-site spillover.

While we do not see a problem in granting a variance for commercial use in an RD1.5-1XL zone per se, the use as a drive-through restaurant creates too many negative externalities including risks to neighbor's public welfare cannot be reasonably mitigated by the applicant (or any drive-through applicant for that matter). Therefore, the variance should not be granted for *this use as a drive-through restaurant*.

8. **The granting of the variance will not adversely affect any element of the General Plan.**

The 2035 Mobility Plan, the circulation element of the General Plan, repeatedly calls for strong linkages between transportation, land use, and air quality. This neighborhood is a densely populated area and adding more drive-through establishments is not in accordance with the types of land uses that are well-connected to pedestrian-enhanced districts, like Sunset Blvd. where the Project is located. The Sites where the Project will be located are classified as within Transit Priority Zones and Tier 3 within Transit Oriented Community classification. Low-density drive-through establishments are not well-linked to land uses and circulation within transit-priority areas. As an example, within

the Southeast Los Angeles Community Plan Implementation Overlay District[9], drive through establishments are prohibited in the transit-oriented development subareas. As explained in this document, "TOD Subareas…promote walkable, vibrant, attractive and complete transit centers that provide a greater mix of housing for a range of incomes, jobs, goods and services, and that enhance community identity." Therefore, an existing ordinance in the City of Los Angeles has found inconsistency between drive-through establishments land use and circulation within transit-oriented districts and communities. Advancing such a decision within a Transit Priority Zone and Tier 3 Transit Oriented Community is inconsistent with the call for strong linkages between transportation and land use as outlined in the circulation element of the General Plan, the 2035 Mobility Plan.

HOW ARE YOU AGGRIEVED BY THE DECISION:

The collective group of individuals appealing this decision live within the immediate and proximate area to the Project. The homes of three applicants, at 6712 Leland Way and 1419 N. Las Palmas Ave, are within 500 ft. of the proposed project. We will breathe the air from the additional vehicle trips, suffer from the increased traffic and trash and other environmental impacts of the proposed project. Another party named in the appeal lives within 1000 ft and the two final appellants live in the proximate Hollywood community. In the brief site plan review from the Department of City Planning, they argue that the proposed property will benefit the residents and neighborhood. As local residents who already experience the negative quality of life effects from the existing drive-thrus, we can confidentiality say this assertion is demonstrably false. The existing drive thru business, located directly adjacent to the proposed project, currently generates a high number of daily trips that:

- Increase localized congestion around the intersection Sunset Blvd. and Highland Ave. delaying public transit and private vehicles;
- Block ADA sidewalk access through allowing customers in idling vehicles to queue across the sidewalk and;
- The business fails to stop customers from parking in no parking zones on Leland Way effectively using the public street with existing parking restrictions on both sides as an extension of their private parking lot.

Further, granting this appeal will confer a substantial benefit to our surrounding neighbors who are likely largely unaware of how this project may negatively impact our immediate neighborhood. Our immediate area is a mixed-income community where many neighbors do not have the luxury of time to appeal decisions that will negatively affect our neighborhood.

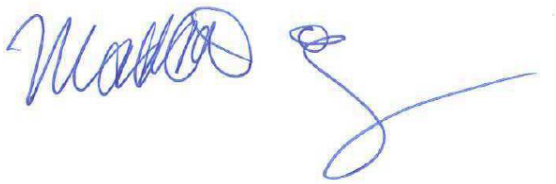
[9] Southeast Los Angeles Community Plan Implementation Overlay District, ordinance no. 185925, effective December 29, 2018.
https://planning.lacity.org/odocument/37efd286-0efc-4d9d-9cf9-6cc186b3e464/CPIO.pdf

HOW DID THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION:
The ZA abused its discretion because it improperly granted the Entitlements in violation of existing city policy and while relying on an inadequate review. We appeal both the Entitlements and the CEQA clearance. The specific entitlements in question include:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.17: The approval of a Conditional Use to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone;
- Pursuant to LAMC Section 12.27: The approval of a Zone Variance to permit a drive-through fast-food use partially in the RD1.5-1XL Zone;
- Pursuant to LAMC Section 16.05: The dismissal of a Site Plan Review for a change of use to a drive-through fast-food establishment inasmuch as such development will not result in a net increase of 500 or more average daily vehicle trips;
- The Conditional Use Findings included in the Letter of Determination

Further arguments into the general exclusionary concerns with drive-thrus are included in Exhibit A hereto.

Sincerely,



Madeline Brozen

Signed on behalf of myself alongside a coalition of Hollywood renters and homeowners:

Louis Abramson
Spencer Hillman
Ralph Samuel Lehman
Mollie Lehman
John Samuel Stady

ATTACHMENTS:

Exhibit A: Opinion: The Problem with Drive-in Services - Now and After COVID-19, written by Madeline Brozen, published in *Transfers Magazine, Fall 2020*

Opinion: The Problem with Drive-In Services — Now and After COVID-19

Madeline Brozen

In response to the health risks of COVID-19, states are restricting indoor activities and the size of group gatherings. Businesses must rethink how they offer their services. Social service agencies and schools must also adapt in how they get food to people who rely on food banks and free and reduced-priced school lunches. Many are turning, as a solution, to two classic American inventions: the drive-in and the drive-thru.

In the early 1930s, Richard Hollingshed invented the drive-in movie theater from his home in New Jersey. Hollingshed thought drive-ins would bring movies to a broader audience, by overcoming the obstacles that prevented many people from going to theaters: needing childcare, difficulty parking, small and uncomfortable theatre seats.

In 1948, right around the time drive-in movies reached their peak popularity, Harry Snyder invented the drive-thru restaurant, with his first In-N-Out Burger. At this point people were already eating at drive-*in* cafes; what Snyder invented was a two-way intercom that let people order their food without leaving their cars.

Given the convenience and privacy of the automobile, it is no surprise that drive-ins and drive-thrus have surged during COVID-19. This fall, people could traverse spooky Halloween drive-thru trails, visit drive-thru pet sanctuaries, and view entire independent film festivals from their cars. Governments and healthcare providers, meanwhile, are offering drive-thru food distribution, COVID-19 testing, and flu shots.

The problem with all of these drive-thru innovations is implied in their name: you can't take advantage of them if you can't drive. Without a car, you can't see the elaborately carved pumpkins, smile at the rescue cow, or enjoy most outdoor movies. There are worse things, of course, than being denied access to a drive-thru burger, or to an Instagrammable haunted Halloween drive-thru. But it is much more concerning if you can't get food from the food bank, or know if you have tested positive for COVID-19.

In the United States, a nation built in many ways for people with cars, people without cars face large barriers to opportunity. They can reach fewer job opportunities within a reasonable amount of time. They have trouble getting to healthcare. Those who are parents have a harder time getting their children to after-school activities, key to childhood development — and fun. For those without cars, the everyday mobility that many take

Common as car ownership may be, it shouldn't be a prerequisite for full participation in U.S. society. When people open their eyes and see that something only for cars is a serious equity access problem, easy solutions abound.

for granted is a constant negotiation, one that involves cobbling together walking, transit, and rides in the cars of friends and family.

Nor are these obstacles distributed equally across the population. Over 10 million American households do not own a car, but carless households are twice as likely to be made up of people of color, with Black households having the lowest ownership rates. Because of these racial and socioeconomic disparities, drive-in and drive-thru systems are intrinsically exclusionary, and disproportionately harm Black people, poor people, older adults, people with disabilities, and recent immigrants.

Precisely because drive-thrus encourage and require driving and automobile-oriented design, some cities, before COVID-19 struck, were taking steps away from them. Minneapolis, for example, prohibited the opening of new drive-thru facilities after 2019, saying they were inconsistent with the city's long-term plans to reduce greenhouse gas emissions. A handful of other cities in California, Montana, and New Jersey have instituted their own temporary or permanent bans too.

COVID-19 sent cities back in the other direction, furthering existing inequalities. In a time of emergency, businesses or social service agencies have largely failed to put together non-car options — even when many of the people most vulnerable to COVID are also more likely to lack cars.

This problem doesn't need to exist. It isn't hard to increase accessibility of drive-thru services for those without cars. For example, when Minneapolis was banning new drive-thrus, Portland was working to increase access to theirs. In their zoning code, Portland required that drive-thru businesses also serve people outside of cars. By simply adding one sentence to its zoning code, the city ensured no one would be excluded from basic services.

In the COVID-19 era, the same principle holds. Simple design approaches and health protocols could make drive-in and drive-thru experiences safely accommodate people outside of their vehicles. To the extent that people are diligent about wearing masks and keeping distance, showing up without a car is not likely a significantly greater safety concern. Using pre-marked spaces, or parking spaces themselves, could help ensure that people outside vehicles stay far enough apart.

Common as car ownership may be, it shouldn't be a prerequisite for full participation in U.S. society. When people open their eyes and see that something only for cars is a serious equity access problem, easy solutions abound.

About the Author

Madeline Brozen is the deputy director of the UCLA Lewis Center for Regional Policy Studies. Her research focuses on the transportation and mobility needs for vulnerable groups of people and is the founding editor-in-chief of Transfers Magazine.

DETERMINATION LETTER

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200 N. SPRING STREET, ROOM 763
LOS ANGELES, CA 90012-4801
(213) 978-1318

ESTINEH MAILIAN
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CHRISTINA TOY LEE

CITY OF LOS ANGELES
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ERIC GARCETTI
MAYOR

LOS ANGELES CITY PLANNING
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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

planning.lacity.org

September 30, 2022

Raising Cane's (A)
6800 Bishop Road
Plano, TX 75024

KB Sunset McCadden, LLC (O)
9350 Wilshire Boulevard, #200
Beverly Hills, CA 90212

Sherrie Olson (R)
Permits N More, Inc.
1030 Mountain Avenue
Ontario, CA 91762

CASE NO. ZA-2021-4710-CU-ZV-SPR
CONDITIONAL USE, ZONE VARIANCE,
SITE PLAN REVIEW
6726-6740 West Sunset Boulevard,
1434-1456 North McCadden Place
Hollywood Community Plan
Zones: C4-2D-SN, RD1.5-1XL
C.D: 13 – O'Farrell
D.M.: 147A185
CEQA: ENV-2021-4711-MND
Legal Description: Lots FR13-FR17,
Boyle Place Tract

Pursuant to California Environmental Quality Act, I hereby:

FOUND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2021-4711-MND, as circulated on August 18, 2022, ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FOUND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FOUND the mitigation measures have been made enforceable conditions on the project; and ADOPTED the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.17, I hereby APPROVE:

a Conditional Use to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone,

Pursuant to LAMC Section 12.27, I hereby APPROVE:

a Zone Variance to permit a drive-through fast-food use partially in the RD1.5-1XL Zone,

a Zone Variance to permit an outdoor eating area in excess of 50 percent of the interior dining area in the C4-2D-SN Zone,

a Zone Variance to permit access and accessory parking from a more restrictive zone to a less restrictive zone; and

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.27, I hereby DISMISS:

a Conditional Use Permit to allow deviations from Commercial Corner development standards including less than 50 percent window transparency for exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets and hours of operation exceeding 7:00 a.m. to 11:00 p.m. daily.

Pursuant to LAMC Section 16.05, I hereby DISMISS:

a Site Plan Review for a change of use to a drive-through fast-food establishment inasmuch as such development will not result in a net increase of 500 or more average daily vehicle trips;

Upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to Los Angeles City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

6. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to Los Angeles City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.

7. Authorized herein is the construction, use and maintenance of an approximately 3,448 square-foot drive-through fast food restaurant with two drive-through lanes and order boards/speakers and a 568 square-foot outdoor onsite eating area in the C4 Zone, with a portion of the drive-through lanes and vehicle parking in the RD1.5 Zone, adjacent to a residential zone, as depicted in the plans in Exhibit A.

8. Parking shall be provided in compliance with the LAMC and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.

9. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.

10. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site without being disruptive to persons on adjacent properties.

11. Noise from the speaker box(es) shall not be audible beyond the property line. Speaker boxes shall be directed away from the adjacent residential uses and shall be hooded toward the ordering vehicles.

12. Trash storage bins shall be located within a gated, covered enclosure constructed of materials to match the exterior wall materials of the building.

13. Prior to issuance of a building permit, a parking area and driveway plan shall be submitted to the Department of Transportation for review and approval.

14. Outdoor lighting shall be designed and installed with shielding, such that the light source does not disrupt adjacent residential properties.

15. Staff shall be available to remotely take orders from queueing vehicles during peak lunch and dinner hours.

16. All loading and unloading of vehicles to supply the restaurant shall occur onsite.

17. The project shall install improvements at the juncture of the pedestrian crossing and the drive-through exit lane to heighten awareness and improve safety, such as signage, reflectors, pavement texture, etc. to the satisfaction of the Department of Building and Safety and/or the Department of Transportation.

18. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under their control to assure behavior that does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

19. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering" signs shall be posted in and outside of the subject facility.

20. The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Planning Department or the Department of Building and Safety. The on-site manager and employees shall be knowledgeable of the conditions herein.

21. The applicant shall be responsible for maintaining free of debris or litter the area adjacent to the premises over which they have control, including the sidewalk in front of the establishment.

22. Smoking tobacco or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.

23. The applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.

24. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a City representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.

25. All building façades shall utilize a minimum of two different materials. Windows, doors, balcony railings, decorative features (such as light fixtures, planters, etc.), and perimeter walls (e.g. walls along a street or alley that are not a part of the building) are excluded from meeting this requirement.

26. **Signage.** On-site signs shall comply with the Municipal Code. Signage rights are not part of this approval.

27. **Inadvertent Discovery.** In the event that any archaeological, paleontological, cultural, or historic resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site and no archaeological and/or associated materials may be collected or moved until the potential resources are properly assessed and addressed by a qualified archaeologist and/or paleontologist pursuant to all applicable regulatory guidelines and procedures, including those set forth in California Public Resources Code Section 21083.2.

ENVIRONMENTAL CONDITIONS

28. **MM-HAZ-1.** A Soil Management Plan shall be prepared by a qualified professional and submitted to the City of Los Angeles Building Department for review and approval prior to the issuance of a building, grading, or demolition permit. The Soil Management Plan shall address all excavation activities conducted on the project site, and shall be implemented in the event that excavation occurs in an area that may contain contaminants and for situations when contaminants that were not previously identified are suspected or discovered. The Soil Management Plan shall identify appropriate measures to be followed if contaminants are encountered during excavation. The appropriate measures shall identify personnel to be notified, emergency contacts, and a sampling protocol. The excavation and demolition contractors shall be made aware of the possibility of encountering known and unknown hazardous materials, and shall be provided with appropriate contact and notification information. The Soil Management Plan shall include a provision stating at what point it is safe to continue with the excavation, and identify the person authorized to make that determination. Removal, transportation, and disposal of impacted soil or groundwater shall be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances. A soil excavation report would be required to document all remediation activities completed on the project site.

29. **MM-HAZ-2.** Based on recommendation from the December 2020 Phase I Environmental Site Assessment, a soil vapor intrusion mitigation system (VIMS) shall be shown on building plans and implemented beneath the foundation of the proposed building. The Applicant shall submit design documents for the VIMS for review and approval by the Site Mitigation Unit of the Los Angeles County Fire Department, City of Los Angeles Fire Department, and City of Los Angeles Department of Building and Safety prior to issuance of any permit for demolition, grading, or construction. The VIMS shall be designed in conformance with standard engineering principles and practices. The VIMS shall include a depressurization system that can monitor pressure sensors and send real time notifications if the system fails. Sub-slab vapor and/or soil vapor are required to be sampled periodically to evaluate the need for and the effectiveness of the VIMS. An operation, maintenance, and monitoring (OM&M) plan shall also be prepared for the VIMS. The OM&M plan shall include a contingency plan in the event that monitoring shows that the VIMS is not working as designed.

The contingency plan shall include specific measures to correct the problem in a timely manner.

ADMINISTRATIVE CONDITIONS

30. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to Los Angeles City Planning, Expedited Processing Section.

31. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19-01 E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property and the Council Office. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

32. **INDEMINIFCATION AND REIMBURSEMENT OF LITIGATION COSTS**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides:

> "A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than $2,500 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD – EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Municipal Code. The Zoning Administrator's determination in this matter will become effective after **OCTOBER 17, 2022**, unless an appeal therefrom is filed with Los Angeles City Planning. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of Los Angeles City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at http://planning.lacity.org**. Public offices are located at:

Downtown	**San Fernando Valley**	**West Los Angeles**
Figueroa Plaza 201 North Figueroa Street, Fourth Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, Second Floor Los Angeles, CA 90025 (310) 231-2598

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

NOTICE

The applicant is further advised that subsequent contact regarding this determination must be with the staff assigned to this case. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, and the statements made at the public hearing on September 21, 2022, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the requirements for authorizing a conditional use approval and zone variance approval under the provisions of Sections 12.24 W.17, 12.24 W.27, and 12.27 of the LAMC have been established by the following facts:

BACKGROUND

The project involves the demolition of an existing one-story commercial building and surface parking lot for the development of a new approximately 3,448 square-foot drive-through fast food restaurant with two parallel drive-through lanes, an approximately 568 square-foot outdoor eating area, and a new surface parking lot. The project proposes two drive-through lanes and 35 vehicle parking spaces. Proposed hours of operation are from 9:00 a.m. to 1:00 a.m. Sunday through Thursday and from 9:00 a.m. to 3:30 a.m. Friday through Saturday.

The subject property is a parcel of land totals approximately 36,956 square feet. The rectangular-shaped property is located at the southeastern corner of Sunset Boulevard and McCadden Place and has street frontages of approximately 145 feet along the southern side of Sunset Boulevard and approximately 258 feet along the eastern side of McCadden Place. The subject property is currently developed with an existing one-story commercial building and surface parking lot which was formerly occupied by a Rite-Aid retail pharmacy and is now vacant. The project proposes to demolish all existing improvements on the site for development of the proposed new restaurant.

The subject property is located within the boundaries of the Hollywood Community Plan Area. The Community Plan designates the northern portion of the subject property for Regional Center Commercial land uses corresponding to the C2, C4, P, PB, RAS3, and RAS4 Zones, and the southern lot of the subject property for Low Medium II Residential land uses corresponding to the RD2 and RD1.5 Zones. The northern portion project site is currently zoned C4-2D-SN while the southern lot is currently zoned RD1.5-1XL; the property

is thus consistent with the existing land use designations on the site. The property is located within the Hollywood Redevelopment Project area and will thus be subject to any additional requirements of the Hollywood Redevelopment Plan. The project site is also located within the Los Angeles State Enterprise Zone and a Transit Priority Area in the City of Los Angeles. There are no other specific plans, overlays, or interim control ordinances pertaining to the project site.

The surrounding area is heavily urbanized and has generally flat topography. The subject property is located in central Los Angeles in the Hollywood area, approximately 1,000 feet south of Hollywood Boulevard and the Walk of Fame. The project site is located along Sunset Boulevard just east of Highland Avenue, two major arterial roadways in the area lined with a variety of commercial and residential uses. Immediately adjacent to the project site are a plant nursery and various multi-story commercial buildings to the north, a two-story motel to the east, and a drive-through fast-food restaurant to the west, all zoned C4-2D-SN; and a two-story residential building to the south, zoned RD1.5-1XL.

Sunset Boulevard, adjoining the subject property to the north, is a designated Avenue I and is currently dedicated to a right-of-way width of approximately 102 feet along the project's street frontage and improved with curb, gutter, and sidewalk.

McCadden Place, adjoining the subject property to the north, is a Standard Local Street and is currently dedicated to a right-of-way width of approximately 55 feet along the project's street frontage and improved with curb, gutter, and sidewalk.

Previous Cases, Affidavits, Permits, and Orders on the Applicant's Property:

Case No. ZA-2005-3842-CUB-ZV – On June 16, 2006, the Zoning Administrator approved a Conditional Use for the sale and dispensing of a full line of alcoholic beverages for off-site consumption, in conjunction with a proposed drug store with drive-through facility, and a variance to permit a loading dock and trash enclosure in the RDI -5-1XL Zone, located at 6726 Sunset Boulevard.

Relevant Cases on Surrounding Properties:

Staff utilized a 1,000-foot radius map via the Zoning Information Mapping Access System (ZIMAS) and the Planning Case Tracking System (PCTS), seeking past Zoning Administrator determinations associated with non-alcohol-related conditional use and zone variance approvals. The following cases were identified to be within 1,000 feet of the subject property and filed within the last 20 years:

Case No. ZA-2021-2125-CU – On September 10, 2021, the Zoning Administrator approved a Conditional Use to permit a drive-through fast food establishment on a lot that abuts a residential use or zone, with hours of operation from 7:00 a.m. to 2:00 a.m. daily, in the C4-2D-SN Zone, located at 6800 Sunset Boulevard.

On December 14, 2021, the Central Los Angeles Area Planning Commission denied an appeal of the Zoning Administrator's decision.

Case No. ZA-2001-1406-CU – On September 19, 2001, the Zoning Administrator denied a Conditional Use to permit a major expansion of a drive-through fast food restaurant located within 300 feet of an R Zone and with deviations from commercial corner requirements including transparency, hours of operation, and landscape setback, in the C4-2D-SN Zone, located at 6800 Sunset Boulevard.

PUBLIC CORRESPONDENCE

In correspondence dated February 28, 2022, the Central Hollywood Neighborhood Council voted to support the request herein.

Planning also received two emails from members of the public primarily expressing concerns regarding parking and traffic impacts.

PUBLIC HEARING

A public hearing was held before the Zoning Administrator on September 21, 2022, at 11:00 a.m. Due to COVID-19 and continued concerns that meeting in person would present imminent risks to the health and safety of the attendees, the hearing was conducted entirely telephonically.

Sherrie Olson, the project representative presented the project and stated the following:

- Started the process in March/April 2021 and met with LADOT and BOE
- Made site plan pedestrian friendly
- Met with the Neighborhood Council and PLUM board and both supported the project
- Seating is proposed in the interior and exterior; pedestrian friendly
- Looked at circulation of the site
- Meets parking and setbacks
- Ingress and egress off McCadden Place; Sunset is for ingress only
- Speaker box is labeled #17 on the plans with the order board
- During prime hours, employee will go out and take orders; move line quickly

Robert Vann, the Development Manager, stated the following:

- Speaker box programmed with ambient noise level; increase and decrease decimal; very low
- No breakfast; serve lunch and dinner
- When the number of customers increase, crew will take orders and deliver food to vehicles
- One lane will be utilized and if customers increase will increase to two lanes
- Several cameras will be installed at the rear to see customers and crew members will make more food

Benjamin Perry, the project landscape architect stated the following:

- Will have a screen wall
- Plant palette will be drought tolerant

One member of the public spoke in opposition with the following:

- Concerns with waste and trash

- Heavy traffic already from the competitor
- Having this is short-sited and can have another use such as apartments

In response to the concerns raised during the public hearing, Sherri Olson stated the following:

- Trash and waste are located near the center of the site
- Raising Cane's is corporate owned and not franchise and the manage and operate the restaurants; take great pride
- Regarding the high end apartments, offers indoor seating and added benefit
- Block wall at south and west

The Zoning Administrator closed the public hearing and indicated that the case would be under advisement for a period of one week to review the Zone Variance findings and intends to conditionally grant approval of the case. The plans do indicate that the trash will be in an enclosure and landscaping and a wall will buffer the residential uses. Although the site is zoned C4, it is located in 2D and therefore not subject to the Commercial Corner development standards. Based on LADOT, the trips will decrease by 454 trips as the site was previously a drugstore and no increase in daily trips; therefore not necessitating the Site Plan Review. The Conditional Use from the Commercial Corner development standards and Site Plan Review are not needed, and the Zoning Administrator is hereby dismissing these request.

BASIS FOR CONDITIONAL USE PERMITS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right in a particular zone. All uses requiring a Conditional Use Permit from the Zoning Administrator are located within Section 12.24 W of the Los Angeles Municipal Code.

CONDITIONAL USE FINDINGS

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

   The project involves a Conditional Use Permit to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone. The subject property is currently developed with an existing one-story commercial building and surface parking lot which was formerly occupied by a Rite-Aid retail pharmacy and is now vacant. The project proposes to demolish all existing improvements on the site for development of the proposed new restaurant.

   The project will redevelop an underutilized and unoccupied site with a new active commercial service. With development of the proposed project, the property will be an improvement over the existing aging improvements on the site and will add attractive landscaping where there currently is none. The project has been thoughtfully designed and conditioned to provide varied and high-quality architectural materials to further enhance the physical environment. By improving the property, the project will add a new vibrant commercial use along a major commercial corridor developed with other similar and compatible uses and will contribute to the economy.

In addition, the project will provide a new and unique commercial service and will provide greater convenience with vehicle drive-through lanes. The project is a desirable use in a heavily urbanized and populated neighborhood with a high number and wide variety of residents and visitors alike and will add and expand upon the existing food options in the area and the hours they are available. Therefore, the project will both enhance the built environment in the surrounding neighborhood and will provide a service that is beneficial to the community and region. The imposition of a number of conditions addressing operational issues will ensure that the project will not be disruptive to the surrounding community.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

The subject property is currently developed with an existing one-story commercial building and surface parking lot which was formerly occupied by a Rite-Aid retail pharmacy and is now vacant; the project proposes to demolish all existing improvements on the site for development of a proposed new drive-through fast-food restaurant. The new restaurant will encompass approximately 3,448 square feet of interior space and approximately 538 square feet of outdoor eating space and operate from 9:00 a.m. to 1:00 a.m. Sunday through Thursday and from 9:00 a.m. to 3:30 a.m. Friday through Saturday.

The proposed drive-through fast-food restaurant use is consistent with the zoning on the property and the City's land use designation for the site and the surrounding area. The project is further compatible with the project's location along a major commercial corridor lined with a variety of restaurants and other commercial service uses. As the development of a new commercial service which will provide unique dining amenities and convenience with vehicle drive-through lanes, the project is a desirable and compatible use with the other uses in the area. The project has been thoughtfully designed and carefully conditioned to contribute to and enhance the form and function of the neighborhood while minimizing potential impacts. The project maximizes the appearance of the proposed building by locating the main entrance and accompanying façade transparency along the main roadway, and by further activating Sunset Boulevard and enhancing the pedestrian experience with an outdoor eating area along the road. The project has also been designed and conditioned to provide varied and high-quality architectural materials to further enhance the physical environment. The project reduces potential operational impacts by siting and shielding order boxes away from residential uses, by providing two parallel drive-through lanes to provide greater vehicle queueing capacity on-site, and by providing mobile staff attendants to take orders from queuing vehicles to expedite ordering. Additionally, the proposed project represents a smaller footprint over the existing vacant commercial retail store and will also provide additional improvements such as landscaped buffers around the entirety of the property where there currently is none; as such, the project is less intensive in some regards and will be an improvement versus the existing development on the site. Accordingly, the project will not have any additional adverse physical impacts and will be compatible with adjacent properties and the surrounding community.

Additional conditions have been imposed to encourage responsible management and deter criminal activity. These conditions will ensure that the operation will address nuisances, enhance security and safety, and minimize potential impacts on adjacent properties and the community. As conditioned, the development of the proposed project will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety and the development of the community.

3. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

The elements in the General Plan establish policies and provide the regulatory environment for managing the city and for addressing concerns and issues. The majority of the policies derived from the elements in the General Plan are in the form of Code Requirements, which collectively form the LAMC. The subject entitlements are for conditionally permissible uses and deviations, and thus do not propose to deviate from any of the requirements of the LAMC.

The subject property is located within the boundaries of the Hollywood Community Plan Area. The Community Plan designates the northern portion of the subject property for Regional Center Commercial land uses corresponding to the C2, C4, P, PB, RAS3, and RAS4 Zones, and the southern lot of the subject property for Low Medium II Residential land uses corresponding to the RD2 and RD1.5 Zones. The northern portion project site is currently zoned C4-2D-SN while the southern lot is currently zoned RD1.5-1XL; the property is thus consistent with the existing land use designations on the site. The property is located within the Hollywood Redevelopment Project area and will thus be subject to any additional requirements of the Hollywood Redevelopment Plan. Although the project includes requests for variances, the requested conditional use is consistent with the existing zoning and land use designations on the site.

The project is substantially consistent with the overarching goals of the Hollywood Community Plan, which specifically encourages the form and function of Sunset Boulevard in this area as a major commercial corridor and neighborhood serving center. As the project will redevelop an existing closed retail building with a new and active restaurant which will provide unique dining amenities and convenience, the project contributes to and furthers the economic development and commercial activity along Sunset Boulevard. Additionally, the project is surrounded by many other compatible and complementary uses. The project follows an established pattern of zoning and land use that is consistent and compatible with other properties and uses in the surrounding area, which include other restaurants (both drive-through and standalone) and a variety of commercial services. Thus, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Community Plan.

ZONE VARIANCE FINDINGS

In order for a plan approval to be granted, all five of the legally mandated findings delineated in City Charter Section 562 must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts of the case to same:

4. **The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.**

The strict application of the provisions of the zoning ordinance would result in practical difficulties and unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations and would be averse to the City's goal of further developing and supporting the local economy if the requested variances are not granted. The requests herein are to permit a drive-through fast-food restaurant use in the RD1.5 Zone, to permit access from a less restrictive zone to a more restrictive zone, and to permit an outdoor eating area in excess of 50 percent of the interior dining area. These requests are necessary to allow for the continued use of the subject property for viable commercial uses and to enable the provision of an outdoor eating patio in an area where such uses are desirable and present on other nearby properties.

The majority of the subject property is zoned C4-2D-SN and has a land use designation of Regional Center Commercial, while the southernmost lot is zoned RD1.5-1XL and has a land use designation of Low Medium II Residential. The project site is currently developed with an existing vacant commercial retail building and accompanying surface parking lot, the latter of which extends into the residentially-zoned portion of the property. According to building records, the site has been developed as such since 1945, and thus the residential lot has long been utilized for incidental commercial parking. The applicant is seeking to continue utilizing the entirety of the property for commercial uses, and specifically to utilize the residential lot primarily for vehicle parking and access (primary features such as the proposed restaurant, outdoor eating area, and drive-through order boxes are all located on the commercially zoned portion of the property). It would be an unnecessary hardship to sever the applicant's property and prevent a portion of the property from being used to support the continued use of the property for a commercial development as it has been for decades. In addition, the project is unique in that as a fast-food restaurant, both the overall footprint of the restaurant and the interior dining area are relatively small; as a result, strict adherence to the zoning code's limitations would result in an impractically sized outdoor dining area. This would also be an unnecessary hardship because it would needlessly impact the viability of the proposed restaurant and the continued use of the property for a commercial service.

The general intent of the relevant zoning regulations in this case is to ensure that development is compatible with surrounding properties. Despite the need for the requested variances, the project is compatible with its surroundings. The requested variances enable the continued use of the property for commercial uses without representing a significant change of use or development intensity; rather, the proposed project is a significantly smaller footprint and building envelope than the

existing vacant building. The project will further provide landscaped buffers and setbacks around the entirety of the property and where there currently are none, and thus will both enhance the physical environment and further minimize any potential impacts on adjacent properties, all of which support the general purposes of the zoning regulations. The Hollywood Community Plan further specifically encourages the use of vehicle parking to serve as a buffer between commercial uses lining the main arterial roadways and residences behind them, especially in the core of Hollywood along Hollywood Boulevard and Sunset Boulevard, and the proposed project will do exactly that. In addition, many other properties and operations in the area feature outdoor dining areas and such areas contribute to the urban form of the neighborhood and enhance the physical environment and pedestrian experience; as such, the requested deviation for a larger outdoor eating area does not introduce any unusual uses and enables a desirable use and feature for this location, consistent with other developments in the area and with good planning practice. For all of these reasons, the strict application of the provisions of the zoning regulations would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

5. **There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

There are special circumstances applicable to the property which do not generally apply to other properties in the area. The majority of the subject property is zoned C4-2D-SN and has a land use designation of Regional Center Commercial, while the southernmost lot is zoned RD1.5-1XL and has a land use designation of Low Medium II Residential. The project site is currently developed with an existing vacant commercial retail building and accompanying surface parking lot, the latter of which extends into the residentially-zoned portion of the property. According to building records, the site has been developed as such since 1945, and thus the residential lot has long been utilized for incidental commercial parking. The applicant is seeking to continue utilizing the entirety of the property for commercial uses, and specifically to utilize the residential lot primarily for vehicle parking and access (primary features such as the proposed restaurant, outdoor eating area, and drive-through order boxes are all located on the commercially zoned portion of the property). It would be an unnecessary hardship to sever the applicant's property and prevent a portion of the property from being used to support the continued use of the property for a commercial development as it has been for decades. In addition, the project is unique in that as a fast-food restaurant, both the overall footprint of the restaurant and the interior dining area are relatively small; as a result, strict adherence to the zoning code's limitations would result in an impractically sized outdoor dining area. This would also be an unnecessary hardship because it would needlessly impact the viability of the proposed restaurant and the continued use of the property for a commercial service.

Other commercially-zoned properties in the area are not generally partially zoned for residential land uses like the subject property, and this condition limits the redevelopment and viability of the site without the requested variances. Therefore, there are special circumstances on the subject property that do not generally apply to other properties in the same zone and vicinity.

6. **The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The requested variances are necessary for the preservation and enjoyment of existing property rights, but which would otherwise be denied to the proposed project due to special circumstances. The requests herein are to permit a drive-through fast-food restaurant use in the RD1.5 Zone, to permit access from a less restrictive zone to a more restrictive zone, and to permit an outdoor eating area in excess of 50 percent of the interior dining area. These requests are necessary to allow for the continued use of the subject property for viable commercial uses and to enable the provision of an outdoor eating patio in an area where such uses are desirable and present on other nearby properties.

The majority of the subject property is zoned C4-2D-SN and has a land use designation of Regional Center Commercial, while the southernmost lot is zoned RD1.5-1XL and has a land use designation of Low Medium II Residential. The project site is currently developed with an existing vacant commercial retail building and accompanying surface parking lot, the latter of which extends into the residentially-zoned portion of the property. According to building records, the site has been developed as such since 1945, and thus the residential lot has long been utilized for incidental commercial parking. The applicant is seeking to continue utilizing the entirety of the property for commercial uses, and specifically to utilize the residential lot primarily for vehicle parking and access (primary features such as the proposed restaurant, outdoor eating area, and drive-through order boxes are all located on the commercially zoned portion of the property). It would be an unnecessary hardship to sever the applicant's property and prevent a portion of the property from being used to support the continued use of the property for a commercial development as it has been for decades. In addition, the project is unique in that as a fast-food restaurant, both the overall footprint of the restaurant and the interior dining area are relatively small; as a result, strict adherence to the zoning code's limitations would result in an impractically sized outdoor dining area. This would also be an unnecessary hardship because it would needlessly impact the viability of the proposed restaurant and the continued use of the property for a commercial service.

The property has long been developed with commercial service uses with incidental parking on the residentially-zoned portion of the site. Other commercially-zoned properties in the area are not generally partially zoned for residential land uses like the subject property, and this condition limits the redevelopment and viability of the site without the requested variances. In addition, functionally sized outdoor eating areas are generally present on other similarly zoned properties and in the vicinity, but would otherwise be denied for the proposed project without the requests herein.

Therefore, the requested variances are necessary for the preservation and enjoyment of uses of property which are generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

7. **The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The proposed project will not be materially detrimental to the public welfare or injurious to other property and improvements in the same zone and vicinity. The majority of the subject property is zoned C4-2D-SN and has a land use designation of Regional Center Commercial, while the southernmost lot is zoned RD1.5-1XL and has a land use designation of Low Medium II Residential. The project site is currently developed with an existing vacant commercial retail building and accompanying surface parking lot, the latter of which extends into the residentially-zoned portion of the property. According to building records, the site has been developed as such since 1945, and thus the residential lot has long been utilized for incidental commercial parking. The applicant is seeking to continue utilizing the entirety of the property for commercial uses, and specifically to utilize the residential lot primarily for vehicle parking and access (primary features such as the proposed restaurant, outdoor eating area, and drive-through order boxes are all located on the commercially zoned portion of the property).

The general intent of the relevant zoning regulations in this case is to ensure that development is compatible with surrounding properties. Despite the need for the requested variances, the project is compatible with its surroundings. The requested variances enable the continued use of the property for commercial uses without representing a significant change of use or development intensity; rather, the proposed project is a significantly smaller footprint and building envelope than the existing vacant building. The project will further provide landscaped buffers and setbacks around the entirety of the property and where there currently are none, and thus will both enhance the physical environment and further minimize any potential impacts on adjacent properties, all of which support the general purposes of the zoning regulations. The Hollywood Community Plan further specifically encourages the use of vehicle parking to serve as a buffer between commercial uses lining the main arterial roadways and residences behind them, especially in the core of Hollywood along Hollywood Boulevard and Sunset Boulevard, and the proposed project will do exactly that. In addition, many other properties and operations in the area feature outdoor dining areas and such areas contribute to the urban form of the neighborhood and enhance the physical environment and pedestrian experience; as such, the requested deviation for a larger outdoor eating area does not introduce any unusual uses and enables a desirable use and feature for this location, consistent with other developments in the area and with good planning practice. For all of these reasons, granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

8. **The granting of the variance will not adversely affect any element of the General Plan.**

The requested variances will not adversely affect any element of the General Plan because the project is substantially consistent with the General Plan. The subject property is located within the boundaries of the Hollywood Community Plan Area. The project is substantially consistent with the overarching goals of the Hollywood Community Plan, which specifically encourages the form and function of Sunset Boulevard in this area as a major commercial corridor and neighborhood serving center. As the project will redevelop an existing closed retail building with a new and active restaurant which will provide unique dining amenities and convenience, the project contributes to and furthers the economic development and commercial activity along Sunset Boulevard. Additionally, the project is surrounded by many other compatible and complementary uses. The project follows an established pattern of zoning and land use that is consistent and compatible with other properties and uses in the surrounding area, which include other restaurants (both drive-through and standalone) and a variety of commercial services. The requested variances serve only to enable the continued and viable use of the entirety of the subject property for commercial uses as it has long been utilized. Thus, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Community Plan and will not adversely affect any element of the General Plan.

FLOOD HAZARD FINDING

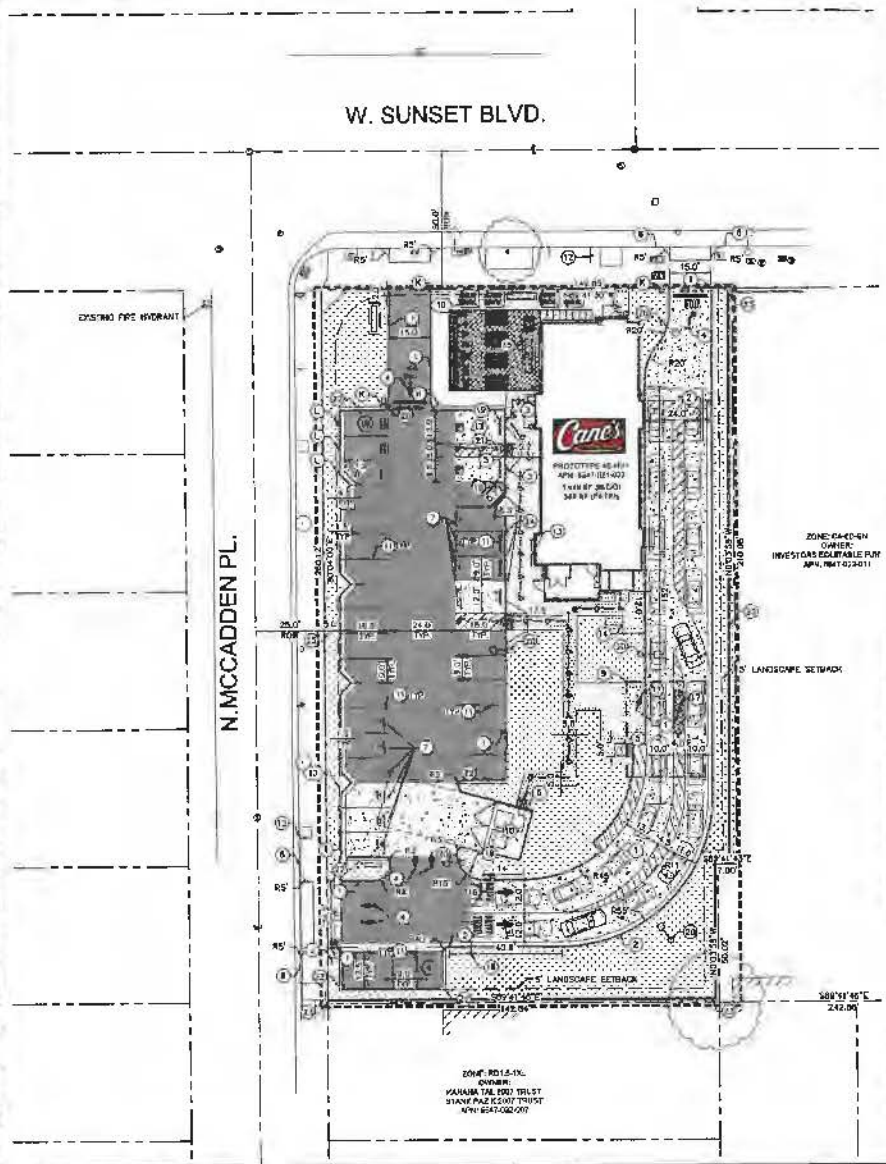
9. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas outside of a flood zone.

Inquiries regarding this matter shall be directed to More Song, Planning Staff for Los Angeles City Planning, at (213) 978-1319.

CHRISTINA TOY LEE
Associate Zoning Administrator

CTL:MS:nm

cc: Councilmember Mitch O'Farrell
Thirteenth Council District
Adjoining Property Owners
Interested Parties



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- CMU WALL
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB
2. CONCRETE CURB AND GUTTER
3. ACCESSIBLE PARKING STALL SIGN
4. DIRECTIONAL MARKING PER PLAN
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
7. "CLEAN AIR/WAM POOL/EVES" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
8. NOT USED
9. CANOPY
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
11. STANDARD 90° PARKING STALL STRIPING
12. EXISTING SIGN TO REMAIN
13. SHORT TERM BIKE RACK
14. LONG TERM BIKE RACK
15. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
16. PREVIEW BOARD
17. ORDER BOARD
18. HEIGHT DETECTOR POLE
19. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
20. SITE LIGHTING
21. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING
22. 18" WALK-OFF CURB
23. CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ONSITE.
24. PROPOSED E/V CHARGING STATION

TITLE REPORT EXCEPTIONS

(7) MATTERS CONTAINED IN A DOCUMENT RECORDED APRIL 7, 1986 AS INSTRUMENT NO. 86-345962 OF OFFICIAL RECORDS. BLANKET IN NATURE.

(8) MATTERS CONTAINED IN A DOCUMENT RECORDED DECEMBER 20, 2006 AS INSTRUMENT NO. 06-2837148 OF OFFICIAL RECORDS. (SEE SHEET 3)

(10) IRREVOCABLE OFFER TO DEDICATE A PORTION OF THE PROPERTY FOR FUTURE STREET OR HIGHWAY PURPOSES RECORDED DECEMBER 29, 2009 AS INSTRUMENT NO. 09-2003331 OF OFFICIAL RECORDS. PLOTTED HEREON.

LEGAL DESCRIPTION

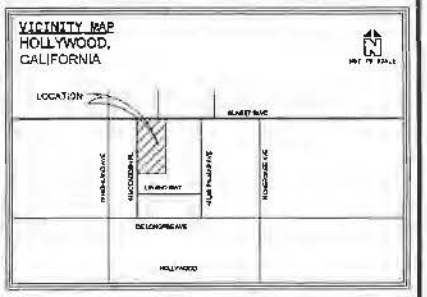
LOTS 13, 14, 15, 16, 17 AND THE WEST 7.00 FEET OF THAT PORTION OF LOT 23 LYING NORTH OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT 16 OF BOYLE PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5547-022-022; 5547-022-023; 5547-022-024

SIGN INFORMATION

(N) CMUTCD SIGN R5-1 – "DO NOT ENTER"
(H) CMUTCD SIGN R1-5 – "YIELD TO PEDESTRIANS"
(L) SIGN – "MOBILE CURBSIDE PICK-UP"

VICINITY MAP
HOLLYWOOD,
CALIFORNIA



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	6726–6734 SUNSET BOULEVARD, LOS ANGELES, CA 90028
APN:	5547-022-022; 5547-022-023; 5547-022-024
ZONING DISTRICT:	C4-2D-SN
ADJACENT ZONING DISTRICTS:	NW: P – PARK S: C2 – RESTRICTED COMMERCIAL E: M1 – INDUSTRIAL PARK
LAND USE:	REGIONAL CENTER COMMERCIAL
ADJACENT LAND USE:	NW: PARKS S: COMMERCIAL E: COMMERCIAL W: COMMERCIAL
GENERAL PLAN DISTRICT:	REGIONAL CENTER COMMERCIAL
SPECIFIC PLAN:	NONE
FLOOD ZONE:	ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN

TOTAL DISTURBED AREA:	40,236 S.F.	(0.92 AC)	
TOTAL PAD AREA:	3,448 S.F.	(0.08 AC)	
TOTAL LOT AREA: P.A.R.:	39,625 S.F. 0.88 AC	(0.89 AC)	
LOT COVERAGE			
TOTAL SITE AREA:	40,236 S.F.	(0.92 AC)	100%
BUILDING AREA:	3,448 S.F.	(0.08 AC)	8.6%
PATIO AREA:	826 S.F.	(0.01 AC)	1.4%
IMPERVIOUS AREA:	24,372 S.F.	(0.56 AC)	60.6%
LANDSCAPE AREA:	10,615 S.F.	(0.24 AC)	26.3%

PARKING/LANDSCAPE SETBACK

FRONT:	69'
REAR:	5.0'
SIDE (N):	0.0'
SIDE (S):	5.0'

PARKING SUMMARY:

RAISING CANE'S: 3,448 S.F. (1 STALL/100 S.F.) = 35 STALLS REQUIRED PER CITY OF LOS ANGELES CODE 12-21 C

- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2019 CBC
- FUTURE EV FOR 26-50 PARKING STALLS = 4 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2019 CALIFORNIA GREEN BUILDING STANDARDS) = 6

TOTAL NUMBER OF PARKING SPACES PROVIDED = 35

PARKING TYPES:	RAISING CANE'S REQUIRED	PROVIDED
STANDARD:	25	25
COMPACT (C):	–	4
DESIGNATED EV CHARGING:	6 4	6 (EV STALLS ARE ALSO DESIGNATED FOR VANPOOL)
ACCESSIBLE:	2	2
TOTAL:	35	35 (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)

EXHIBIT "A"
Page No. 1 of 9
Case No. ZA-2021-4710

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"x36")

811 Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
1	03/10/22	1ST BUILDING SUBMITTAL
2	03/30/22	2ND BUILDING SUBMITTAL
3	07/06/22	DRB SET

JC
DRAWN BY
HS
CHECKED BY
HS

ENGINEER'S SEAL

Kimley»Horn
1100 W TOWN & COUNTRY RD, SUITE 700
ORANGE, CA 92868
(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE 7/13/2022

CITY OF LOS ANGELES
APPROVED BY:
CITY ENGINEER
DATE

Raising Cane's
6726 SUNSET BOULEVARD
LOS ANGELES, CA

CITY OF LOS ANGELES

PRELIMINARY SITE PLAN

C1.0

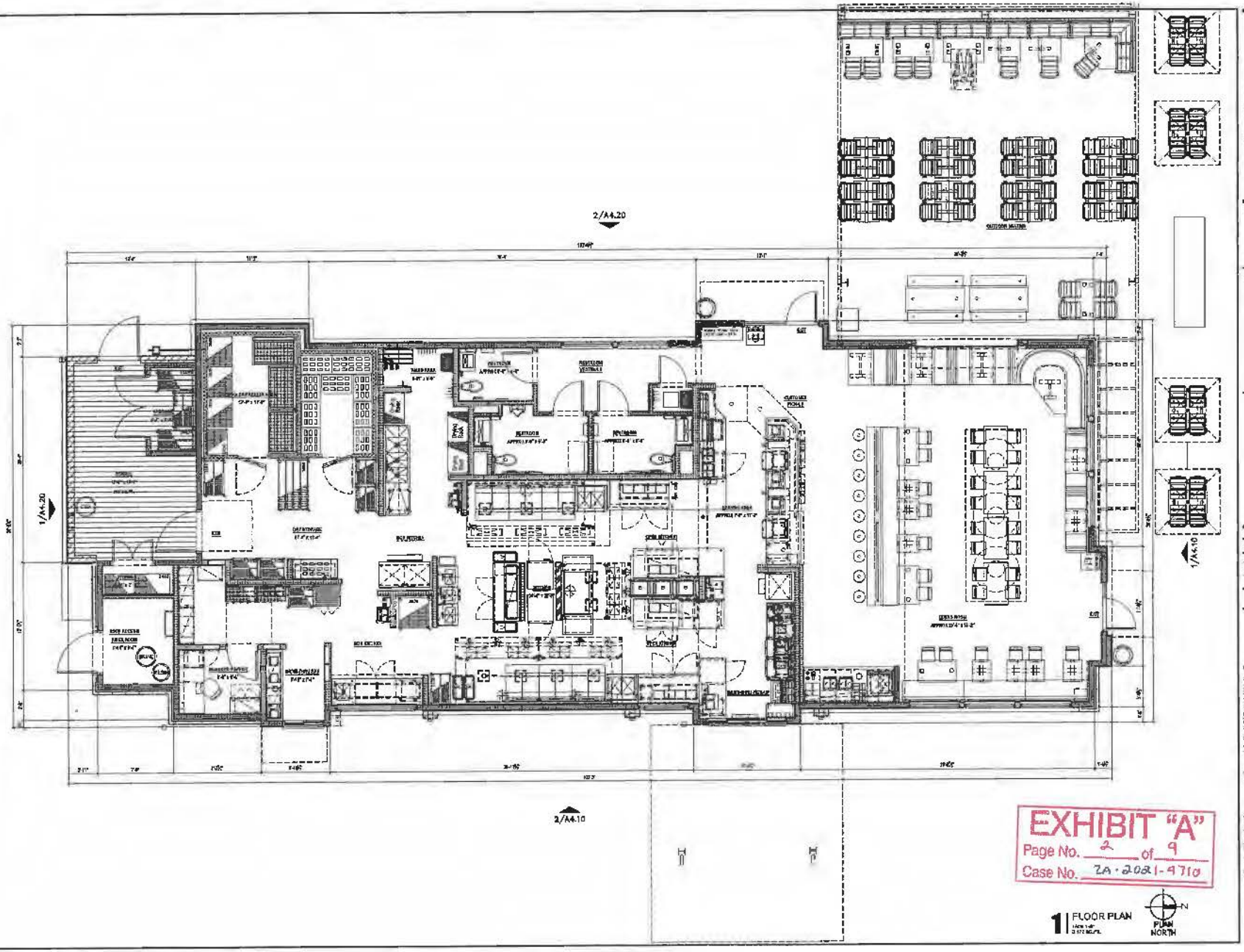


EXHIBIT "A"
Page No. 2 of 9
Case No. ZA-2021-9710

1 FLOOR PLAN

PLAN NORTH

Raising Cane's Chicken Fingers
Restaurant Support Center
6800 Bishop Road Plano, TX 75024
Tel: 972-769-3500 Fax: 972-769-3501

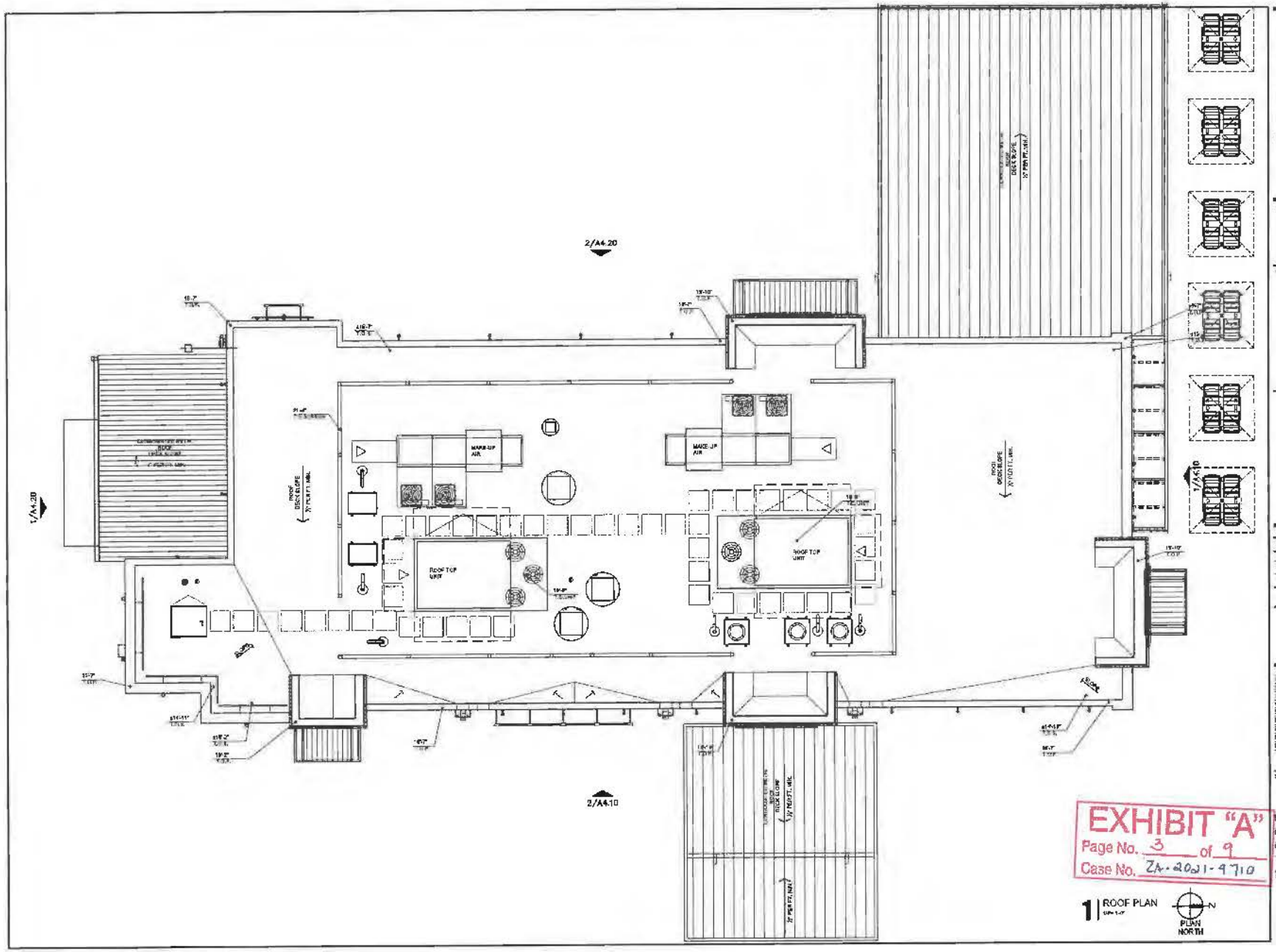
Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #CO624
ERD P4E-HV

PM DESIGN
Architectural Solutions Group
CONTACT: JEFF BRISMAN

Planning Submittal

FLOOR PLAN

A1.10



Raising Cane's Chicken Fingers

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tel: (972) 769-3900 Fax: (972) 769-3901

Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #CO624
ERD P4E-HV

PM DESIGN
Architectural Solutions Group

Prototype: P4E-HV
Prototype Issue Date: 7.14.2020
Date Issued: Bulletin Number:

Planning Submittal

1	12.28.21	Planning Submittal

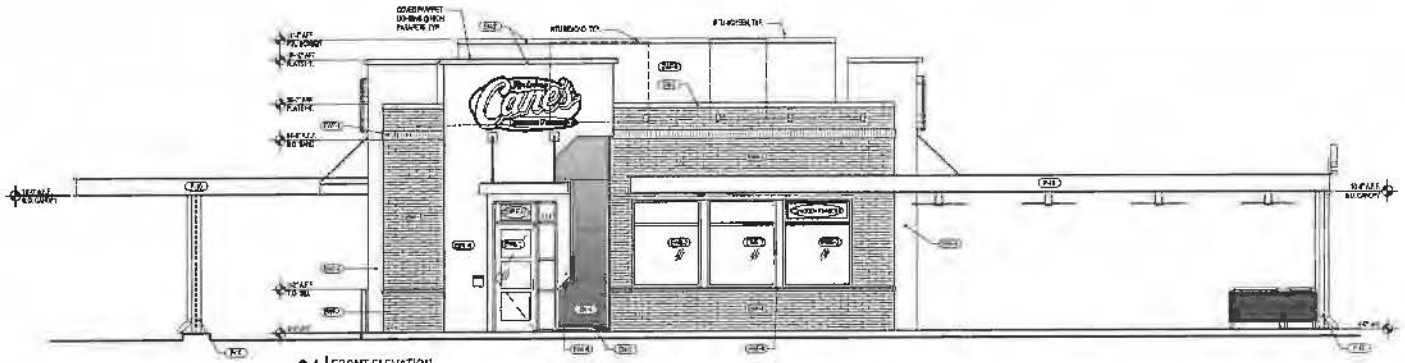
ROOF PLAN

Date: 11.20.2020
Project Number: PM20CO624.0
Drawn By: LL

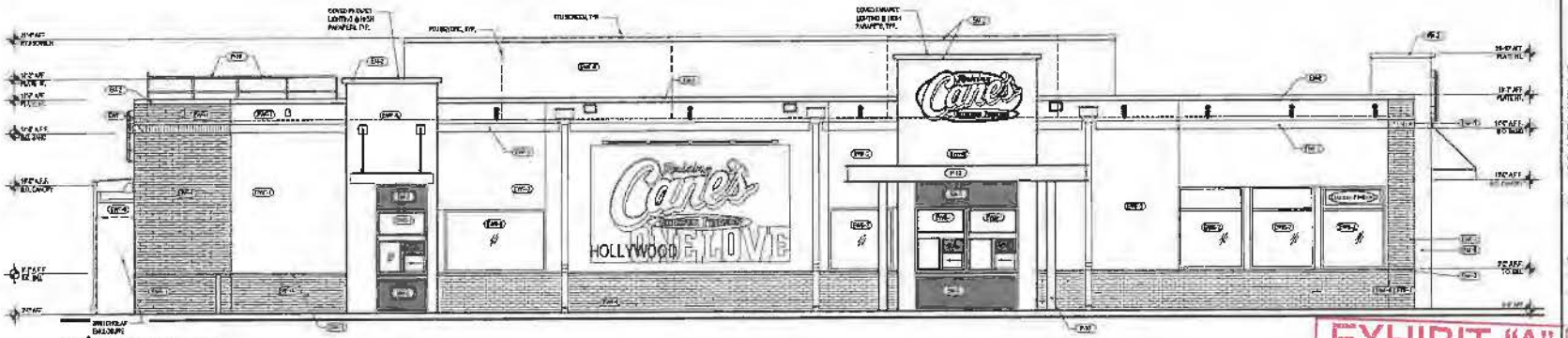
A1.20

SCHEDULE OF EXTERIOR MATERIALS

KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR/FINISH	DESCRIPTION
MM-1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MM-2	METAL COPING/FLASHING	[illegible]		[illegible]	[illegible]
MM-3	POWDER COATED STEEL	[illegible]		CHARCOAL	METAL ACCENT PANEL
MM-4	METAL ACCENT PANELS	[illegible]		[illegible]	METAL PANELS TO BE APPLIED OVER STUCCO WALL SYS.
BRK-1	BRICK VENEER	[illegible]	[illegible]	[illegible]	[illegible]
EWF-1	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	[illegible]	APPLIED OVER PORTLAND CEMENT STUCCO AT EXTERIOR WALLS. APPLIED OVER MASONRY AT CORNER.
EWF-2	CAST STONE BASE	MANUFACTURER	[illegible]	[illegible]	MORTAR AND GROUT TO MATCH ADJACENT BRICK
EWF-3	PRECAST CAP	[illegible]	MODULAR	[illegible]	PRECAST CAP WITH TYPICAL DRIP, BACK DRIP TO MATCH
EWF-4	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	[illegible]	APPLIED OVER PORTLAND CEMENT STUCCO AT EXTERIOR WALL. APPLIED OVER FIBER REINFORCED POLYMER SHEATHING
EWF-5	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	[illegible]	APPLIED OVER PORTLAND CEMENT STUCCO AT EXTERIOR WALLS
EWS-1	[illegible]	REFER TO WINDOW SCHED.	REFER TO WINDOW SCHED.	REFER TO WINDOW SCHED.	[illegible]
EWS-2	[illegible]	REFER TO WINDOW SCHED.	REFER TO WINDOW SCHED.	REFER TO WINDOW SCHED.	[illegible]



01 | FRONT ELEVATION



02 | DRIVE-THRU ELEVATION

EXHIBIT "A"
Page No. 4 of 9
Case No. ZA-2021-4710

Raising Cane's Chicken Fingers
Restaurant Support Office
10700 Bellaire Blvd., Houston, TX 77072
Tel: 877-188-5100 Fax: 281-240-5101

Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #C0624
ERD P4E-HV

PM DESIGN
Architectural Solutions Group
[illegible]
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
[illegible]
JLIEDERMAN@PMDGINC.COM

Prototype: P4E-HV
Prototype Issue Date: 7.14.2020
Design Status Approval:
Date Issued: Submittal Number:
Planning Submittal

Revisions	
1	12-15-21
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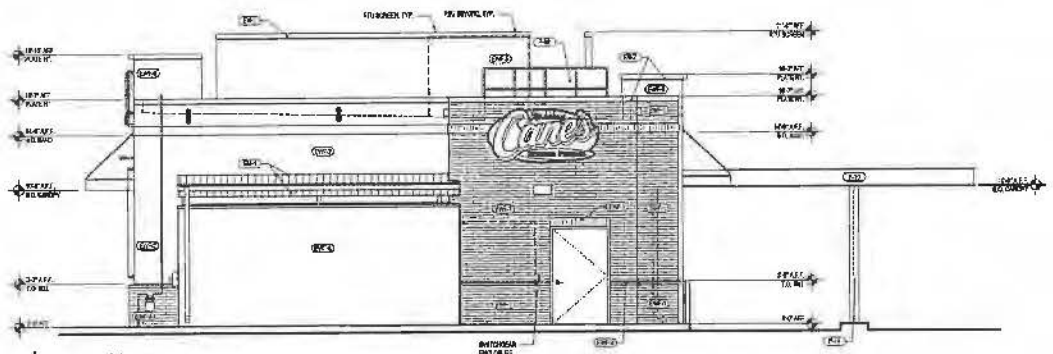
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EXTERIOR ELEVATIONS

Date: 11.30.2020
Project Number: 9A20J007.0
Drawn By: LL

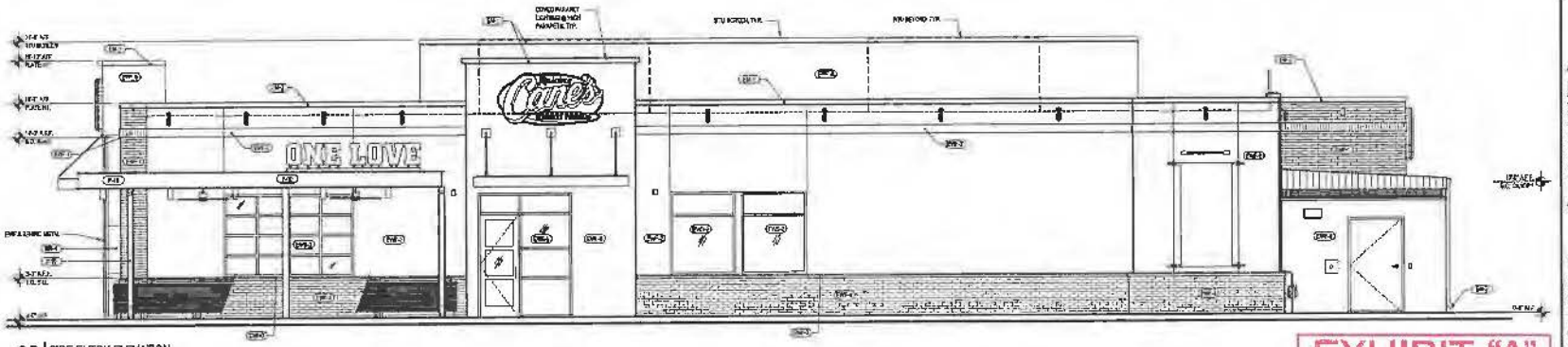
Sheet Number:
A4.10

SCHEDULE OF EXTERIOR MATERIALS

KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR / FINISH	DESCRIPTION
EM-1	STANDING SEAM ROOF	BERRIDGE	T-SNAP PANEL	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA) STANDARD COLOR
EM-2	METAL CAP FLASHING	BERRIDGE		KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA) STANDARD COLOR
EM-3	POWDER COATED STEEL	SCHUCO SUPPLIER		CHARCOAL	METAL ACCENT PANEL
EM-4	METAL ACCENT PANELS	SCHUCO SUPPLIER		DISTRESSED WALNUT WOOD	METAL PANELS TO BE APPLIED OVER EIFS TO MATCH EM-6
EM-5	BRICK VENEER	BELDEN	NORMAN STANDARD	MEDIUM RANGE IRON SPOT	10 FLASHING BOND, REFER TO DETAIL, MORTAR, BOLDARK COLOUR, TAC 1/8 LIGHT RAKE JOINT STRUCK & RECESSED JOINTS
EM-6	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	BRIMAR SUMMIT GREY	APPLIED OVER PORTLAND CEMENT STUCCO AT EXTERIOR WALLS. APPLICATION AS PER MFG. INSTRUCTIONS
EM-7	LIMESTONE VENEER	MARBLETIME		IVORY	MORTAR, ASHLAR MASONRY UNITS, MIX
EM-8	BRICK VENEER	BORAL	MODULAR	ALMOND	MORTAR, RUNNING BOND, SADDLE FLASHING
EM-9	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	TIN MOUNTAIN PRO	APPLIED OVER PORTLAND CEMENT STUCCO EXTERIOR WALL. APPLIED OVER EIFS AT ROOF SCREEN
EM-10	ELASTOMERIC COATING	DRYVIT	SANDPEBBLE	WHITE TIE SHELL	APPLIED OVER PORTLAND CEMENT STUCCO AT EXTERIOR WALLS
EM-11	CURVE THERMA-CORE	REFER TO WINDOW SCHED	REFER TO WINDOW SCHED	REFER TO WINDOW SCHED	
EM-12	ALUMINUM STOREFRONT	REFER TO WINDOW SCHED	REFER TO WINDOW SCHED	REFER TO WINDOW SCHED	



01 | REAR ELEVATION



02 | SIDE ENTRY ELEVATION

EXHIBIT "A"
Page No. 5 of 9
Case No. ZA-2021-4710

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bryan Road, Plano, TX 75024
Tel: 972-758-9100 Fax: 972-758-3101

Raising Cane's Sunset & McCadden Hollywood, CA Restaurant #C0624 ERD P4E-HV

Professional of Record: NAME
P/M DESIGN
Architectural Solutions Group
Irvine, CA
CONTACT: JEFF LEDBETTER

Prototype: P4E-HV
Prototype Issue Date: 7.14.2020
Date Issued: Issued / Version:
Planning Submittal

REVISIONS:
1 12-22-21 Planning Submittal

Sheet Title: EXTERIOR ELEVATIONS
Date: 11.22.2021
Project Number: RAC20042.3
Drawn By: LL

Sheet Number: A4.20

C0624 Hollywood Sunset P4E HV Side Patio Elevations



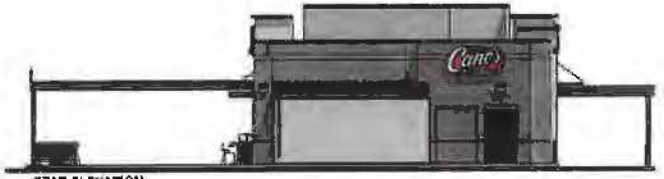
FRONT ELEVATION
SCALE: 1/16" = 1'-0"



DRIVE-THRU ELEVATION
SCALE: 1/16" = 1'-0"



SIDE ENTRY ELEVATION
SCALE: 1/16" = 1'-0"



REAR ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL FINISHES

EM-3



HOT ROLLED STEEL W/ CARBON GRADE FINISH - W/ CLEAR, MATTE POWDER COAT FINISH

EM-4



RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF THE "I" ELEMENT ONLY

EWF-1



BELDEN NORMAN BRICK MASONRY MEDIUM RANGE, SMOOTH, IRON SPOT. MORTAR TO MATCH SOLOMON PRODUCTS 10 H, WEATHERED HORIZONTAL STRIKE. VERTICAL JOINTS ARE FLUSH

EWF-2



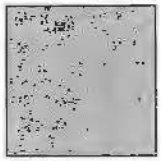
"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

EWF-4



BORAL: "ALAMO" MODULAR BRICK. MORTER TO MATCH SOLOMON PRODUCTS 10 H, LIGHT BUFF SACK RUB FINISH

EWF-5



"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

EWF-6



"456 OYSTER SHELL" CEMENT STUCCO

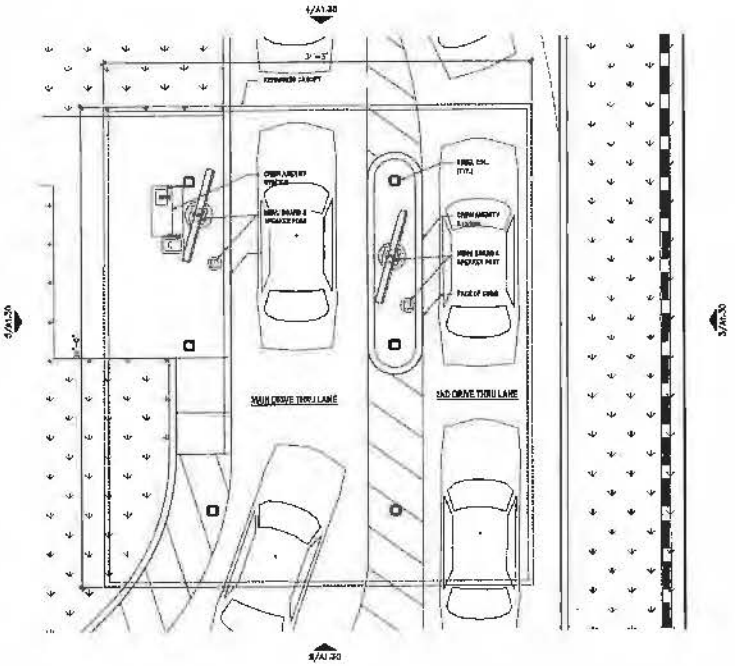
EWS-2



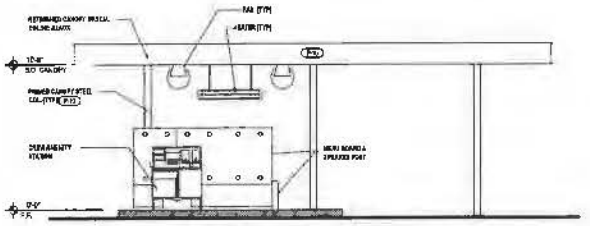
ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

EXHIBIT "A"
Page No. 6 of 9
Case No. ZA-2021-4710
12/09/2021

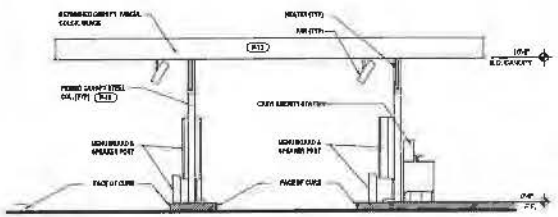
Raising Cane's Chicken Fingers



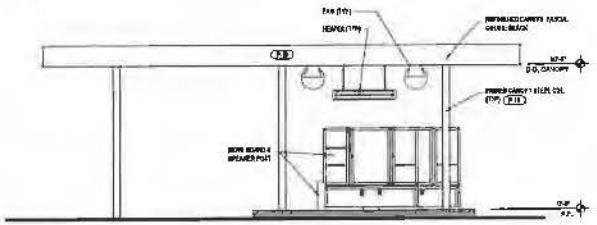
1 ENLARGED DRIVE THRU CANOPY PLAN
1/4"= 1'-0"



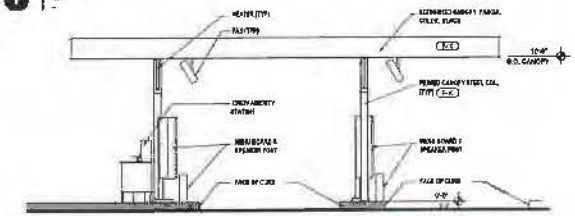
5 DRIVE THRU CANOPY REAR ELEVATION
1/4"= 1'-0"



4 DRIVE THRU SIDE ELEVATION
1/4"= 1'-0"



3 DRIVE THRU CANOPY FRONT ELEVATION
1/4"= 1'-0"



2 DRIVE THRU CANOPY SIDE ELEVATION
1/4"= 1'-0"

Raising Cane's Restaurant Support Office
4800 Bethesda Road, Plano, TX 75024
Tel: 972-769-8100 Fax: 972-769-8101

Raising Cane's Sunset & McCadden Hollywood, CA Restaurant #CC0624 ERD P4E-HV

Professional of Record: NAME

PM DESIGN
Architectural Solutions Group
20 EXECUTIVE PARK, SUITE 210
IRVINE, CA 92614
CONTACT: JEFF LITTLEMAN
(949) 439-1251
JLITTLEMAN@PMDGINC.COM

Prototype:	P4E-HV
Prototype Issue Date:	7.14.2020
Project Specific Submittal:	
Date Issued:	Submittal:

Planning Submittal

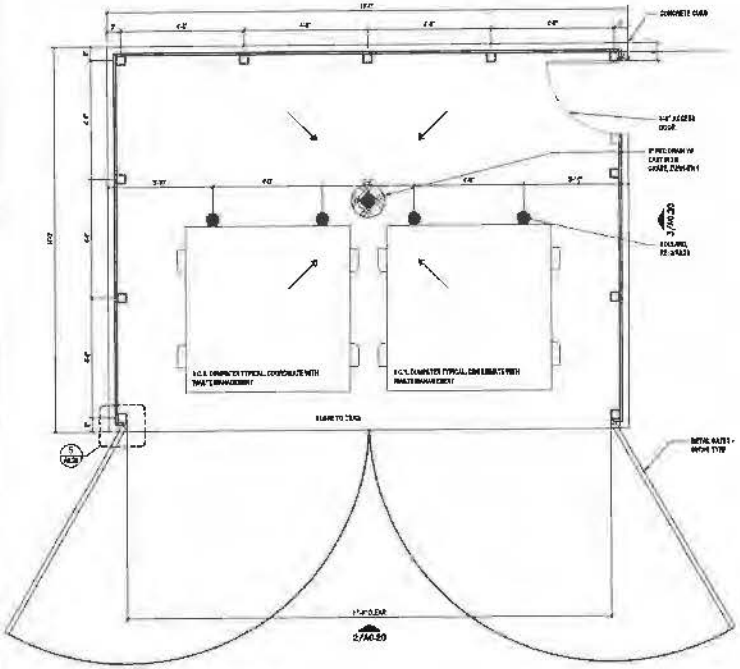
REVISIONS		
1	12-09-21	Submittal
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Sheet Title: Drive Thru Canopy

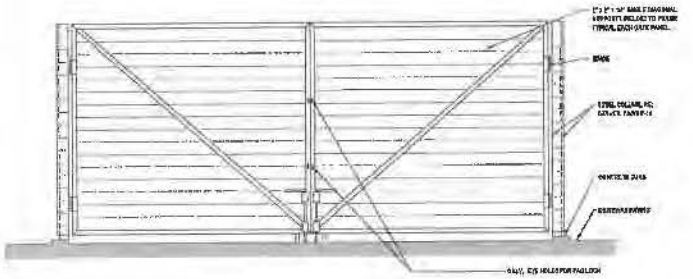
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Project Number:	PROJECT #
Drawn By:	LL

Sheet Number: A1.30

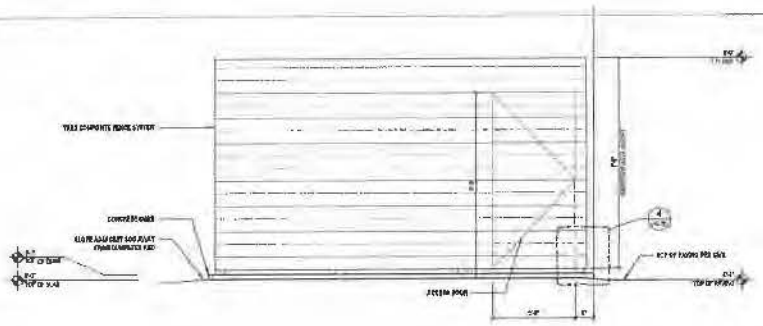
EXHIBIT "A"
Page No. 7 of 9
Case No. ZA-2021-4710



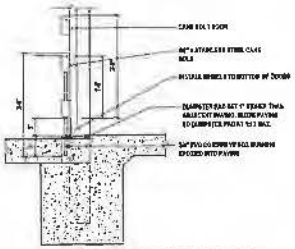
1 | STANDARD DUMPSTER PLAN



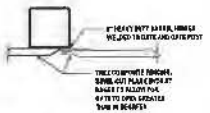
2 | DUMPSTER ENCLOSURE



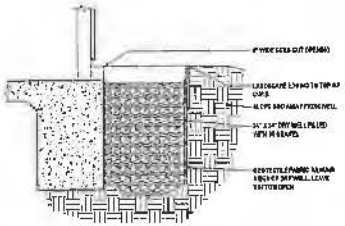
3 | DUMPSTER ELEVATION



4 | DUMPSTER GATE THRESHOLD DETAIL



5 | DUMPSTER GATE DETAIL



7 | DRY WALL DRAIN DETAIL

EXHIBIT "A"
Page No. 8 of 9
Case No. ZA-2021-4710

Raising Cane's
Chicken Fingers
Restaurant Support Center
6800 Cane Road, Plano, TX 75024
Tel: 972-369-7000 Fax: 972-369-7071

Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #CD624
ERD P4E-HV

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614
CONTACT: JEFF DESPAIN
(949) 486-7151
JDESPAIN@PMDCONS.COM

Project #: P4E-HV
Project Issue Date: 2.16.2021
Design Review Update:
Date Issued: Bulletin Number:

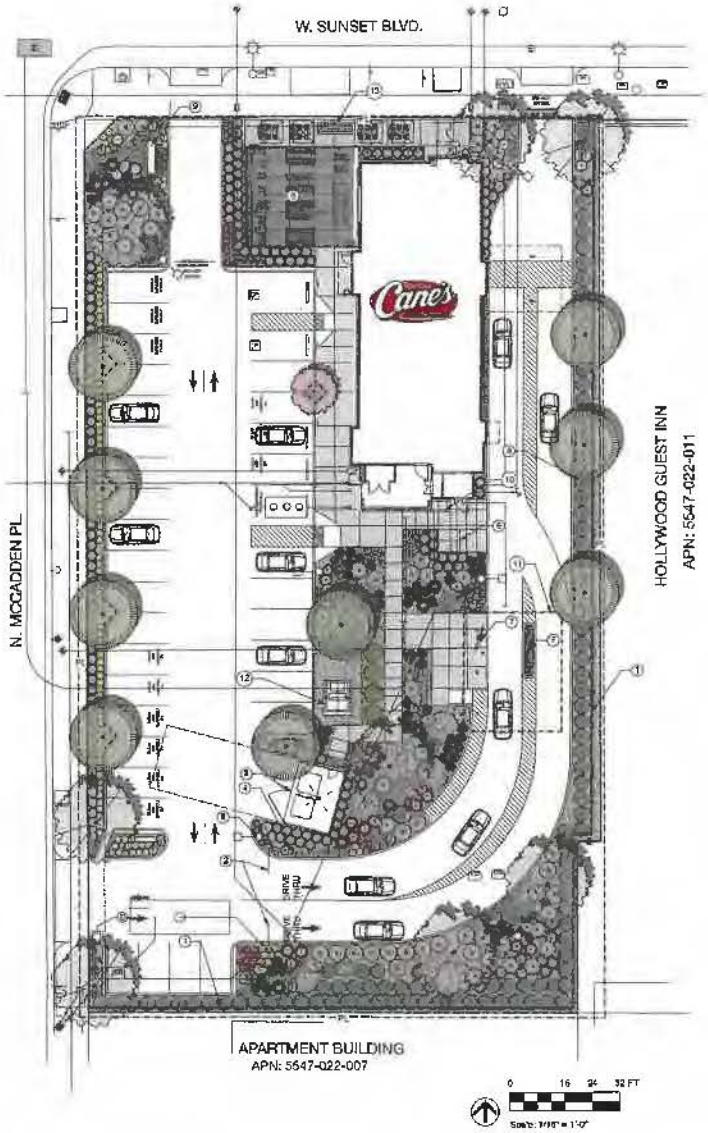
Planning Submittal

Revisions		
1	12-09-21	Planning Submittal
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Sheet Title:
TRASH ENCLOSURE & DETAILS

Date: 11.30.2020
Project Number: P4C200120
Drawn By: LL

Sheet Number:
A1.40



Preliminary Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Height	Width	WUCOLS
Trees							
	Acacia stenophylla (Shi)	Shoestring Acacia	36" box	6	12 - 80 ft	12 - 80 ft	Low
	Cercis occidentalis (Sto)	Western Redbud	36" box	1	15 - 20 ft	15 - 20 ft	Low
	Chilopsis 'Pink Dawn' (Std)	Chilopsis	36" box	8	15 - 35 ft	20 - 30 ft	Low
Shrubs							
	Caesalpinia pulcherrima	Red Bird of Paradise	15 gal	6	8 to 10 ft	8 to 10 ft	Low
	Lantana x 'New Gold'	New Gold Lantana	5 gal	48	12 - 15 in	18 - 24 in	Low
	Myrica californica	Pacific Wax Myrtle	15 gal	60	20 - 30 ft	10 - 20 ft	Low
	Rhaphiolepis umbellata 'Minor'	Dwarf Yeddo Hawthorn	15 gal	140	3 - 5 ft.	3 - 4 ft.	Low
	Salvia greggii 'Furman's Red'	Furman's Red Autumn Sage	5 gal	7	2 - 3 ft	2 - 3 ft	Low
	Tecoma x 'Solar Flare'	Solar Flare Esperanza	15 gal	8	4 - 6 ft	4 - 6 ft	Low
Perennials							
	Achillea 'Moonshine'	Yarrow	5 gal	130	1 - 2 ft	2 - 3 ft	Low
	Chondropetalum tectorum 'El Campo'	El Campo Small Cape Reed	5 gal	41	3 ft	3 - 4 ft	Low
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily	5 gal	83	2 - 3 ft	1 - 2 ft	Low
Succulents							
	Agave 'Blue Flame'	Blue Flame Agave	15 gal	6	2 - 3 ft.	2 - 3 ft.	Low
	Agave americana	Century Plant	15 gal	18	4 - 6 ft.	6 - 8 ft.	Low
	Hesperaloe parviflora	Red Yucca	5 gal	85	3 - 4 ft	4 - 5 ft	Low
	Kalanchoe fedtschenkoi	Paddle Plant	5 gal	118	1 - 2 ft	24 - 36 in	Low
Grasses							
	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	5 gal	74	3-4 ft	3-4 ft	Low

Materials Legend

Material	Size	Area* QTY.
'Horse Creek' Crushed Stone	1/2"	9,813 SF
'Horse Creek' Crushed Stone	1" - 4"	583 SF
"A"	22" - 32" DIA	
"B"	32" - 40" DIA	
"C"	40" - 50" DIA	
Direct Colors® Smokestack Grey 102-5lb integral colored concrete W/ 3/8" saw cut joints Finish: TOPCAST @ #05	N/A	1,155 SF
Natural colored concrete W/ 3/8" saw cut joints. Finish: TOPCAST @ #05	N/A	2,096 SF

Proposed Notes

1. (P) 6' screen wall per Civil
2. (P) headache bar per Architect
3. (P) garbage enclosure per Architect
4. (P) pre order board per Architect
5. (P) patio furniture per Architect
6. (P) long term bike parking per Architect
7. (P) order board per Architect
8. (P) light post per Electrical, (TYP)
9. (P) monument sign per Architect
10. (P) bike rack per Architect
11. (P) overhead structure per Architect
12. (P) transformer per Electrical
13. (P) raised planter

Tree Requirement Calculations

1. One (1) tree for every four (4) parking spaces.

Tree Required: 5
Trees Proposed: 10

EXHIBIT "A"
Page No. 9 of 9
Case No. ZA-2021-4710

Case No. 20-68

KIESEL • DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0780
Kiesel@kieseldesign.com
CLA 6295

RC#624
Raising Cane's Hollywood

6725 W Sunset Blvd
Hollywood, CA 90028

Submittals:

#	DATE	NAME
	01.08.21	Planning Submittal
	12.13.21	Planning Resubmittal
	01.25.22	50% Review Set
	02.14.22	1st BLDG. Submittal
	04.01.22	2nd BLDG. Submittal
	07.26.22	Bid Set
	08.19.22	Entitlement Resubmittal

Type: Entitlement

Initial Setup Date:
January 6, 2021

Drawn By:

#	NAME	DATE
	E.Perez	08/2022

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Title:

Preliminary Landscape Plan

Sheet Number:

L0.1

07/26/22 Bid Set Print - Not for Construction



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/and or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

DEPARTMENT OF CITY PLANNING APPLICATION

EXPEDITED PROCESSING CASE

APPLICATIONS:

DEPARTMENT OF CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number ZA-2021-4710-CU-SPR

Env. Case Number ENV-2021-4711-EAF

Application Type Conditional Use and Site Plan Review

Case Filed With (Print Name) Terri Osborne Date Filed 4/8/2021

Application includes letter requesting:

☐ Waived hearing ☐ Concurrent hearing Related Case Number ☐ Hearing not be scheduled on a specific date (e.g. vacation hold)

Provide all information requested. Missing, incomplete or inconsistent information will cause delays.

All terms in this document are applicable to the singular as well as the plural forms of such terms.
Detailed filing instructions are found on form CP-7810

1. PROJECT LOCATION

Street Address[1] 6726-6734 W Sunset Blvd., Los Angeles, CA 90028 Unit/Space Number

Legal Description[2] (Lot, Block, Tract) FR 13,-17 and portion of lot 23

Assessor Parcel Number 5547-022-022,023 & 024 Total Lot Area 41,222

2. PROJECT DESCRIPTION

Present Use Rite Aid Retail Store

Proposed Use Fast food restaurant with drive-through

Project Name (if applicable) Raising Cane's

SUPERCEDED

Describe in detail the characteristics, scope and/or operation of the proposed project a conditional use to allow a fast-food 3,172 S.F. restaurant with a drive-through in the C4-2D-SN zone located 500 feet from a R zoned lot. Operating hours from 9am-3:30am seven days a week. 47 Inside seating and 83 patio seating

Additional information attached ☑ YES ☐ NO

Complete and check all that apply:

Existing Site Conditions

☐ Site is undeveloped or unimproved (i.e. vacant)

☑ Site has existing buildings (provide copies of building permits)

☐ Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)

☐ Site is located within 500 feet of a freeway or railroad

☐ Site is located within 500 feet of a sensitive use (e.g. school, park)

☐ Site has special designation (e.g. National Historic Register, Survey LA)

[1] Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—http://zimas.lacity.org)
[2] Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

Proposed Project Information

(Check all that apply or could apply)

- ☑ Demolition of existing buildings/structures
- ☐ Relocation of existing buildings/structures
- ☐ Interior tenant improvement
- ☐ Additions to existing buildings
- ☐ Grading
- ☐ Removal of any on-site tree
- ☐ Removal of any street tree
- ☐ Removal of protected trees on site or in the public right of way
- ☑ New construction: 3,172 square feet
- ☐ Accessory use (fence, sign, wireless, carport, etc.)
- ☐ Exterior renovation or alteration
- ☐ Change of use and/or hours of operation
- ☐ Haul Route
- ☐ Uses or structures in public right-of-way
- ☐ Phased project

Housing Component Information

Number of Residential Units: Existing _____ – Demolish(ed)[3] _____ + Adding _____ = Total _____

Number of Affordable Units[4] Existing _____ – Demolish(ed) _____ + Adding _____ = Total _____

Number of Market Rate Units Existing _____ – Demolish(ed) _____ + Adding _____ = Total _____

Mixed Use Projects, Amount of Non-Residential Floor Area: _____ square feet

Public Right-of-Way Information

Have you submitted the Planning Case Referral Form to BOE? (required) ☑ YES ☐ NO

Is your project required to dedicate land to the public right-of-way? ☐ YES ☑ NO

If so, what is/are your dedication requirement(s)? 0 ft.

If you have dedication requirements on multiple streets, please indicate: none

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36? ☐ YES ☐ NO

Authorizing Code Section 12:24 W27

Code Section from which relief is requested (if any): 12:22A23 (A) (3) development standards

Action Requested, Narrative: Conditional use to allow operating hours from 9am-3:30am daily within a proposed 3,172 s.f. restaurant with a drive through and allow less than the minimum required 50% window transparency on exterior wall/doors fronting adjacent streets.

Authorizing Code Section 12:24 W17 and LA Municipal code section 16:05

Code Section from which relief is requested (if any): _____

Action Requested, Narrative: A Conditional use to permit a fast-food restaurant with a drive thru in the C4-2D-SN zone located within 500 of a R zone & a site plan review for change in use that result in net increase of 500 or more average daily trips.

Additional Requests Attached ☐ YES ☑ NO

[3] Number of units to be demolished and/or which have been demolished within the last five (5) years.

[4] As determined by the Housing and Community Investment Department

4. RELATED DEPARTMENT OF CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site? ☑ YES ☐ NO

If YES, list all case number(s) ZA2005-3842CUB,ENV-2019-4121-ND,ENV-2018-6006-CE,ENV-2016-1451-EIR ENV2013-3170-CE,ENV2005-3843-MND,ENV2003-1377-MND,,Env-2002-1131-ND,ENV-220-1130-ND

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. None

Ordinance No.:

☐ Condition compliance review

☐ Modification of conditions

☐ Revision of approved plans

☐ Renewal of entitlement

☐ Plan Approval subsequent to Master Conditional Use

☐ Clarification of Q (Qualified) classification

☐ Clarification of D (Development Limitations) classification

☐ Amendment to T (Tentative) classification

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project? ☐ YES ☑ NO

Have you filed, or is there intent to file, a Subdivision with this project? ☐ YES ☐ NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please provide a copy of any applicable form and reference number if known.

a. Specialized Requirement Form NO
b. Geographic Project Planning Referral NO
c. Citywide Design Guidelines Compliance Review Form NO
d. Affordable Housing Referral Form NO
e. Mello Form NO
f. Unpermitted Dwelling Unit (UDU) Inter-Agency Referral Form NO
g. HPOZ Authorization Form NO
h. Management Team Authorization NO
i. Expedite Fee Agreement NO
j. Department of Transportation (DOT) Referral Form See Attached
k. Preliminary Zoning Assessment Referral Form Not required
l. SB330 Preliminary Application Not required
m. Bureau of Engineering (BOE) Planning Case Referral Form (PCRF) See Attached
n. Order to Comply none
o. Building Permits and Certificates of Occupancy Copies Attached
p. Hillside Referral Form (BOE) NO
q. Low Impact Development (LID) Referral Form (Storm water Mitigation) Not required
r. SB330 Determination Letter from Housing and Community Investment Department Not Required
s. Are there any recorded Covenants, affidavits or easements on this property? ☑ YES (provide copy) ☐ NO

PROJECT TEAM INFORMATION (Complete all applicable fields)

Applicant[5] name Robert Vann - Kristen Roberts

Company/Firm Raising Cane's

Address: 6800 Bishop Rd Unit/Space Number

City Plano State TX Zip Code: 75024

Telephone 817-219-8266 E-mail: jrvann61@gmail.com

Are you in escrow to purchase the subject property? ☐ YES ☑ NO

Property Owner of Record ☐ Same as applicant ☑ Different from applicant

Name (if different from applicant) KB Sunset McCadden, LLC

Address 9350 Wilshire Blvd Unit/Space Number 200

City Beverly Hills State CA Zip Code: 90212

Telephone 213-683-0500 E-mail:

Agent/Representative name Sherrie Olson

Company/Firm Permits N More, Inc

Address: 1030 N Mountain Ave Unit/Space Number

City Ontario State CA Zip: 91762

Telephone 909-519-1816 E-mail: sherrieolson2@gmail.com

Other (Specify Architect, Engineer, CEQA Consultant etc.) Architect

Name Bob Superneau

Company/Firm PM Designs

Address: 38 Executive Park Unit/Space Number 310

City Irvine State CA Zip Code: 92614

Telephone 949-422-7823 E-mail: bsuperneau@pmdginc.com

Primary Contact for Project Information ***(select only one)***

☐ Owner ☐ Applicant

☑ Agent/Representative ☐ Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

[5] An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

PROPERTY OWNER

7. **PROPERTY OWNER AFFIDAVIT.** Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

   - **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service or process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
   - **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
   - **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
   - **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.

   a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.

   b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.

   c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.

   d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

Property Owner's signatures must be signed/notarized in the presence of a Notary Public.
The City requires an original signature from the property owner with the "wet" notary stamp.
A Notary Acknowledgement is available for your convenience on following page.

Signature See attached Date _____

Print Name _____

Signature See attached Date _____

Print Name _____

OWNER:

KB Sunset McCadden, LLC,
A California limited liability company

By: KB Sunset McCadden, a California general partnership
Its sole and Managing Member

By: Haderway Properties, LLC, a Delaware limited liability company,
Its Partner

By: Black Equities, LLC, a California limited liability company
Its Manager

By: _____
Name: Zachary Zaitzeff
Its: Manager

By: A & R Management and Development Company, L.P., a Delaware limited partnership
Its Managing Member

By: K Associates, a California general partnership,
its General Partner

By: _____
Name: Michael Kaplan
Its: Partner

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of LOS ANGELES)

On JAN 28, 2021 before me, MARICHU M. JOGUILON, NOTARY PUBLIC,
Date *Here Insert Name and Title of the Officer*

personally appeared MICHAEL KAPLAN
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

MARICHU M JOGUILON
Notary Public - California
Los Angeles County
Commission # 2308878
My Comm. Expires Nov 11, 2023

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6827) Item #5907

Space Below For Notary's Use

California All-Purpose Acknowledgement **Civil Code ' 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On January 28, 2021 before me, Mina Sotoodeh, a Notary Public
(Insert Name of Notary Public and Title)

personally appeared Zachary Zalben, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature (Seal)

MINA SOTOODEH
Notary Public - California
Los Angeles County
Commission # 2281109
My Comm. Expires Mar 15, 2023

APPLICANT

8. **APPLICANT DECLARATION.** A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.

   a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.

   b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.

   c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required. .

   d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.

   e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.

   f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.

   g. I understand that if this application is denied, there is no refund of fees paid.

   i. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and **volunteers (collectively "City), from any and all legal actions, claims, or proceedings (including administrative or** alternative dispute resolution **(collectively "actions"), arising out of any City process or approval prompted by this** Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but it not limited to, the payment of all court costs and **attorneys'** fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

   i. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

*The City requires an original signature from the applicant. **The applicant's signature** below <u>does not</u> need to be notarized.*

Signature: _____ Date: 5-6-21

Print Name: Kristen Roberts

OPTIONAL

NEIGHBORHOOD CONTACT SHEET

9. **SIGNATURES** of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (PRINT)	SIGNATURE	ADDRESS	KEY # ON MAP

REVIEW of the project by the applicable Neighborhood Council is not required, but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

ENVIRONMENTAL REPORT

APPLICATIONS:

ENVIRONMENTAL ASSESSMENT FORM

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Environmental Case Number: ENV-2021-4711-EAF

Related Case Numbers: ZA-2021-4710-CU-SPR

Case Filed With (Print Name): Terri Osborne Date Filed: 4/8/2021

EAF Accepted By (Print Name): _____ Date Accepted: _____

All terms in this document are applicable to the singular as well as the plural forms of such terms.

Project Address[1]: 6726-6734 W Sunset Bvd., Los Angeles, CA 90028

Assessor's Parcel Number: 5547-022-0222,23,& 24

Major Cross Streets: North Highland Ave and Sunset Blvd

Community Plan Area: Hollywood Council District: 13

APPLICANT (if not Property Owner)

Name: Robert Vann

Company: Raising Cane's

Address: 6800 Bishop Rd

City: Plano State: TX Zip Code: 75024

E-Mail: _____

Telephone No.: (972) 769-3395

PROPERTY OWNER

Name: _____

Company: KB Sunset McCadden, LLC

Address: 9350 Wilshire Blvd., Ste 402

City: Beverly Hills State: CA Zip Code: 90212

E-Mail: _____

Telephone No.: (213) 683-0500

APPLICANT'S REPRESENTATIVE

Name: Sherrie Olson

Company: PLRC

Address: 1030 N Mountain Ave

City: Ontario State: CA Zip Code: 91762

E-Mail: sherrieolson2@gmail.com

Telephone No.: (909) 519-1816

ENVIRONMENTAL REVIEW CONSULTANT

Name: _____

Company: _____

Address: _____

City: _____ State: ____ Zip Code: _____

E-Mail: _____

Telephone No.: _____

[1] Project address must include all addresses on the subject site (as identified in ZIMAS; http://zimas.lacity.org)

OVERVIEW

CEQA, or the California Environmental Quality Act, is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. CEQA requires public agencies to conduct environmental review before making a determination on a project. The environmental review process examines the potential impacts your project will have on the property and its surroundings, and makes recommendations (mitigation measures) on how to minimize or reduce those impacts that are found to be significant. The purpose of this application is to assist staff in determining the appropriate environmental clearance for your project. Please fill out this form completely. Missing, incomplete or inconsistent information will cause delays in the processing of your application.

1. PROJECT DESCRIPTION

A. Briefly describe the entire project and any related entitlements (e.g. Tentative Tract, Conditional Use, Zone Change, etc.). The description must include all phases and plans for future expansion.

Existing Rite Aid retail to be removed and a 3,172 S.F. proposed new fast-food restaurant with a drive-through to be developed. L.A.M.C. 12.24W27 and 12:24W17 with code section 16.05 Conditional Use Relief of 12:22 A23 (A) (3), and L.A.M.C.16.05 with 12:24 W27 Commerical Corner Development standards. Operating Hours 9am-3:30am seven days a week. 47 inside seats and 83 Patio seats

Additional information or Expanded Initial Study attached: ☐ YES ☑ NO

B. Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? ☑ YES ☐ NO

If YES, please specify:
AQMD for restaurant use with drive through

2. EXISTING CONDITIONS

A. Project Site.

Lot Area: 41,222 square feet

Net Acres: .94 Gross Acres: .94

B. Zoning/Land Use.

	Existing	Proposed
Zoning	C4-2D-SN	C4-2D-SN
Use of Land	Retail	Restaurant
General Plan Designation	Regional Center Commercial	Regional Center Commercial

C. Structures.

1. Does the property contain any vacant structure? ☑ YES ☐ NO

   If YES, describe and state how long it has been vacant: The building is in fair condition and has been vacant for about 1 year. However, existing structure to be demolished

2. Will any structures be removed/demolished as a result of the project? ☑ YES ☐ NO

   If YES, provide the number: 1, type: Retail drug store, total square footage: 38,603 and age: 2005 of structures to be removed.

   If residential dwellings (apartments, single-family, condominiums etc.) are being removed indicate the number of units: N/A

D. Trees.

Are there any trees on the property, and/or within the public right-of-way next to the property, that will be removed or impacted* as a result of the project? ☐ YES ☑ NO

If YES complete the following:

Tree Status	Quantity Existing	Tree Types	Quantity Removed	Quantity Relocated	Quantity Replaced	Quantity Impacted*
Non-Protected (8" trunk diameter and greater)						
Protected (4" trunk diameter and greater		Oak Tree (excluding Scrub Oak)				
		Southern California Black Walnut				
		Western Sycamore				
		California Bay				

* Impacted means that grading or construction activity will be conducted within five (5) feet of, or underneath the tree's canopy.

Additional information attached: ☐ YES ☑ NO

*If a protected tree (as defined in Section 17.02 of the LAMC) will be removed, replaced, relocated, or impacted, a **Tree Report** is required.*

E. Slope. State the percent of property which is:

Less than 10% slope: 0 10-15% slope: _____ over 15% slope: _____

*If slopes over 10% exist, a **Topographic Map** will be required.*

F. **Grading.** Specify the total amount of dirt being moved:

☑ 0-500 cubic yards ☐ More than 500 cubic yards

If more than 500 cubic yards (indicate amount): _____ cubic yards

G. **Import/Export.** Indicate the amount of dirt to be imported or exported:

Imported: none cubic yards Exported: none cubic yards

Location of disposal site: _____

Location of borrow site: _____

Is the Project Site located within a Bureau of Engineering (BOE) Special Grading Area? ☐ YES ☑ NO

*If YES, a **Haul Route** is required.*

H. **Hazardous Materials and Substances.** Is the project proposed on land that is or was developed with a dry cleaning, automobile repair, gasoline station, or industrial/manufacturing use, or other similar type of use that may have resulted in site contamination? ☑ YES ☐ NO

If YES, describe: The Northwest side of lot has been used for various retailers: dry cleaning, laundromat, printing shop and automotive repair. 1945-1970 a waste oil tank, exact location could not be identified. Please refer to phase 1 and phase 2 environmental assesment reports filed with MLU and Env application.

*If YES, a **Phase I Environmental Site Assessment (ESA)** is required.*

I. **Historic, Cultural and/or Architecturally Significant Site or Structure.** Does the project involve any structures, buildings, street lighting systems, spaces, sites or components thereof which are designated or may be eligible for designation in any of the following? If YES, please check and describe:

☐ National Register of Historic Places: NO

☐ California Register of Historic Resources: NO

☐ City of Los Angeles Cultural Historic Monument: NO

☐ Located within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ): NO

☐ Identified on SurveyLA: NO

☐ Identified in HistoricPlacesLA: NO

Does the Project affect <u>any</u> structure 45 or more years old that does not have a local, state, or federal designation for cultural or historic preservation? ☐ YES ☑ NO

J. **Miscellaneous.** Does the property contain any easements, rights-of-way, Covenant & Agreements, contracts, underground storage tanks or pipelines which restrict full use of the property? ☑ YES ☐ NO
If YES, describe: 5' easement on McCadden Pl and 2' easement on W Sunset Blvd
and indicate the sheet number on your plans showing the condition: # 3, 8 and 10, shown on plans.

3. PROPOSED DEVELOPMENT

In the sections below, describe the entire project, not just the area in need of the entitlement request. If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Attach additional sheets as necessary to fully describe the project.

A. ALL PROJECTS

i. Parking.

Vehicular Parking

Required: 7 + Guest: 0

Proposed: 44 + Guest: 0

Bicycle Parking:

Required Long-Term: 0 Required Short-Term: 0

Proposed Long-Term: 0 Proposed Short-Term: 0

ii. Height.

Number of stories (not including mezzanine levels): 1 Maximum height: 16' 7"

Are Mezzanine levels proposed? ☐ YES ☑ NO

If YES, indicate on which floor: n/a,

If YES, indicate the total square feet of each mezzanine: N/A

*New construction resulting in a height in excess of 60 feet may require a **Shade/Shadow Analysis**. This does not apply to projects that are located within a Transit Priority Area (TPA) as defined by ZI-2452 (check the Planning and Zoning tab in ZIMAS for this information http://ZIMAS.lacity.org).*

iii. Project Size.

What is the total floor area of the project? 3,172 gross square feet

iv. Lot Coverage. Indicate the percent of the total project that is proposed for:

Building footprint: 7.6%

Paving/hardscape: 76.5%

Landscaping: 15.9%

v. Lighting. Describe night lighting of project: There will be light standards per city code on all walls, building and throughout site in compliance with City code.

B. RESIDENTIAL PROJECT

If no portion of the project is residential check ☑-N/A and continue to next section

i. Number of Dwelling Units.

Single Family: _____, Apartment: _____, Condominium: _____

ii. Recreational Facilities. List recreational facilities for project: _____

_____

_____

iii. Open Space.

Does the project involve new construction resulting in additional floor area and units? ☐ YES ☑ NO

Does the project involve six or more residential units? ☐ YES ☑ NO

If YES to both, complete the following

Pursuant to LAMC 12.21.G	Required	Proposed
Common Open Space (Square Feet)		
Private Open Space (Square Feet)		
Landscaped Open Space Area (Square Feet)		
Number of trees (24 inch box or greater)		

iv. Utilities. Describe the types of appliances and heating (gas, electric, gas/electric, solar): _____

_____

v. Accessory Uses. Describe new accessory structures (detached garage, guest house, swimming pool, fence, stable, etc.) and/or additions: _____

_____

_____

C. COMMERCIAL, INDUSTRIAL OR OTHER PROJECT

If the project is residential only check ☐-N/A and continue to next section

i. Type of Use. Restaurant fast-food with drivet-through - commercial use

_____

ii. Project Size. Does the project only involve the remodel or change of use of an existing interior space or leasehold? ☐ YES ☑ NO

If YES, indicate the total size of the interior space or leasehold: _____ square feet

iii. Hotel/Motel. Identify the number of guest rooms: N/A guest rooms

iv. **Days of operation.** 7 Days a Week

Hours of operation. Sunday - Thursday 9am-1am & Friday & Saturday 9am-3:30am

v. **Special Events.** Will there be special events not normally associated with a day-to-day operation (e.g. fund raisers, pay-for-view events, parent-teacher nights, athletic events, graduations)? ☐ YES ☑ NO

If YES, describe events and how often they are proposed _____

vi. **Occupancy Limit.** Total Fire Department occupancy limit: 50

a. Number of fixed seats or beds 0

b. Total number of patrons/students 0

c. Number of employees per shift 3-5, number of shifts 3

d. Size of largest assembly area 0 square feet

v. **Security.** Describe security provisions for the project Secuirty cameras on interior and exterior of Bldg. In-house formal training on crime deterance.

4. SELECTED INFORMATION

A. **Circulation.** Identify by name all arterial road types (i.e. Boulevard I, II, Avenue I, II, III) and freeways within 1,000 feet of the proposed Project; give the approximate distances (check http://navigatela.lacity.org for this information). Sunset Blvd, Mccadden Pl, Highland Ave, DeLongpre Ave,N Cherokee Ave, Leland Way, N Mansfield Ave and Selma Ave.

B. **Green building certification.** Will the project be LEED-certified or equivalent? ☑ YES ☐ NO

If YES, check appropriate box:

☐ Certified ☑ Equivalent ☐ Silver ☐ Gold ☐ Platinum ☐ Other _____

C. **Fire sprinklers.** Will the Project include fire sprinklers? ☑ YES ☐ NO

5. CLASS 32 URBAN INFILL CATEGORICAL EXEMPTION (CE) REQUEST

The Class 32 "Urban Infill" Categorical Exemption (Section 15332 of the State CEQA Guidelines), is available for development within urbanized areas. This class is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality impacts.

☐ **Check this box if you are requesting a Class 32 Exemption, and:**

☑ You have read DCP's Specialized Instructions for the Class 32 Categorical Exemption (CP-7828) and,

☐ You have submitted the written justifications identified in the Specialized Instructions, and any supporting documents and/or technical studies to support your position that the proposed Project is eligible for the Class 32 Exemption and the project does not fall under any of the Exceptions pursuant to CEQA Section 15300.2.

Note that requesting the Urban Infill CE does not guarantee that the request will be accepted. The City may require additional studies and information if necessary to process the CE. The City reserves all rights to determine the appropriate CEQA clearance, including using multiple clearances and requiring an EIR if necessary.

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED,

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

PROPERTY OWNER	CONSULTANT/AGENT
I, (print name) KB Sunset McCadden, LLC	I, (print name) _____
Signature See Attached Signature Page	Signature _____

being duly sworn, state that the statements and information, including plans and other attachments, contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief. I hereby certify that I have fully informed the City of the nature of the Project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger Project in violation of CEQA. I understand that should the City determine that the Project is part of a larger Project for purposes of CEQA; the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.

Space Below for Notary's Use

California All-Purpose Acknowledgement **Civil Code Section 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of _____

On _____ before me, _____
(Insert Name of Notary Public and Title)

personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____ (Seal)
Signature

OWNER:

KB Sunset McCadden, LLC,
A California limited liability company

By: KB Sunset McCadden, a California general partnership
Its sole and Managing Member

By: Haderway Properties, LLC, a Delaware limited liability company,
Its Partner

By: Black Equities, LLC, a California limited liability company
Its Manager

By: _____
Name: Zachary Zalben
Its: Manager

By: A & R Management and Development Company, L.P., a Delaware limited partnership
Its Managing Member

By: K Associates, a California general partnership,
its General Partner

By: _____
Name: Michael Kaplan
Its: Partner

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of LOS ANGELES)

On JUNE 28, 2021 before me, MARICHU M. JOGUILON, NOTARY PUBLIC
Date *Here Insert Name and Title of the Officer*

personally appeared MICHAEL KAPLAN
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

MARICHU M JOGUILON
Notary Public - California
Los Angeles County
Commission # 2308878
My Comm. Expires Nov 11, 2023

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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CALIFORNIA ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles }

On January 26, 2021 before me, Mina Sotoodeh, a Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Zachary Zalben
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

MINA SOTOODEH
Notary Public - California
Los Angeles County
Commission # 2281109
My Comm. Expires Mar 15, 2023

Place Notary Seal and/or Stamp Above

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Environmental Assessment Form
Document Date: _____ Number of Pages: 12
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer – Title(s): _____	☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General	☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer is Representing: _____	Signer is Representing: _____

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EXPEDITED PERMIT FEE AGREEMENT

Section 19.01-W LAMC

City of Los Angeles - Department of City Planning

ENTITLEMENT
REQUEST(S): CONDITIONAL USE (DRIVE-THROUGH) SITE PLAN REVIEW

Project Address: 6726-6723 W Sunset Boulevard

I hereby promise to pay all expenses for additional cost and physical resources necessary to expedite the permit process for the above development project. I understand that the expedited service charges are in addition to and separate from the fees charged elsewhere in the L.A. Municipal Code. **I also understand that the initial fee of $8,500 is a deposit, and I agree to pay any additional costs that exceed this deposit to the City of Los Angeles** for Planning Department Staff as well as other City Departments for time used to expedite the subject case(s), including any costs accrued during any appeal(s) of the subject case(s). I am well informed that the processing of the case may be placed on hold if an invoice billing for the excessive costs becomes past due. In the event that the property is sold, I understand that I am still responsible for any costs accrued until such time as the new property owners accept responsibility of fees in writing by filing a new Expedited Permit Fee Form with the Planning Department.

Initial Deposit: $8,500

COMPANY/OWNER/APPLICANTS AFFIDAVIT
Under penalty of perjury the following declarations are made:

a. The undersigned is the owner or lessee, or authorized agent of the owner or lessee with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes, lessee may not sign).
b. The information presented is true and correct to the best of my knowledge.
c. The undersigned has read and accepted the above statement.

Owner/Applicant: See Attached Signature Page

Print Address: 9665 Wilshire Blvd., Suite 200

Beverly Hills CA 90212

Telephone No.: _____

Authorized Signature: _____

Print Name: _____

Email Address: _____

Date: _____

*Please note that the information listed above will be used for billing purposes. Please do not use a P.O. Box as the address.

Representative: Sherrie Olson-PLC

Contact: Sherrie Olson

Print Address: 1030 N Mountain Ave

Ontario, CA 91762

Telephone No.: 909-519-1816

For Owner/Applicant Authorized Signature Only:

Subscribed and sworn before me this (date):

, in the County of _____, State of

California

Notary Public

Stamp:

See Attached
MTS

Accepted By Expedited Processing Section

Signature: _____

Date: April 22, 2021

(The application must be filed within 180 days of the date referenced above.)

See the reverse for additional requirements.

ZA-2021-4710

MISCELLANEOUS REPORTS

Special Instructions for Conditional Use (CU) – LAMC 12:24 W17 and 12:24 W-27

City of Los Angeles – Department of City Planning
Request: Code Section 12:24 W4 and 12:24 W-27

Raising Cane's
6726-6734 W Sunset Blvd
Los Angeles, CA. 90028

A conditional use permit to allow a 3,172 S.F. fast food restaurant with drive-through in the C4-2D-SN zone located 500 from a R zoned lot on a commercial corner. Operating hours from 9am-3:30am daily. 27 inside seats and 68 on Patio.

FINDINGS:

a. General Conditional Use

i. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

This new proposed fast food restaurant with drive through is ideally situated to serve the population of residents, workers and shoppers in this part of the City. A new fast food restaurant with drive-through will enhance and revitalize the surrounding neighborhood.

ii. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The subject premises are located within the Hollywood-Central community plan area and is designated as Community Commercial within the C4-2D-SN zone. The subject property is being developed with a new fast-food restaurant with drive-through. The surrounding properties are developed with low to medium residential, commercial, general office, service-related and storefront retail uses. This added use in this established area will remain in proper relation to the adjacent uses. The instant request is an organic extension of the area current uses and will therefore remain in appropriate relation to the contiguous uses and ongoing development of the community.

iii. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

This request is a permitted use within the community plan and will not change the site's ability to conform to any elements or objectives of the General Plan. This location will improve and enhance this corner and make a difference to the development of this area.

b. Additional Findings

i. Explain how the proposed use will not adversely affect the welfare of the pertinent community.

This business will assist in the financial health of the community; improve the economic base of the area through the exchange of goods and services with other commercial uses and generate tax revenue to the various municipalities.

ZA-2021-4710

ii. **Explain how the approval of the application will not result in or contribute to an undue concentration of such establishments.**

We are confident that the surrounding businesses and community will benefit from this fast food restaurant drive-through. The approval of this project will allow the applicant to operate a needed service in this neighborhood. The use will assist in the diversifications of uses within the area. This grant will continue to enhance the financial health of the community; improve the economic base of the area through the exchange of goods and services with other commercial uses and generate tax revenue to various municipalities.

iii. **Explain how the approval of the application will not detrimentally affect nearby residential zones or uses.**

The subject premise is bounded on three sides by commercially developed properties and is well-buffered from nearby, residentially zoned and occupied properties.

QUESTIONS REGARDING THE PHYSICAL DEVELOPMENT OF THE SITE

- What is the total square footage of the building or center the establishment is located in? The building is 3,172 square feet.
- What is the total square footage of the space the establishment will occupy? The parcel is square feet.
- What is the total occupancy load of the space as determined by the Fire Department? The total occupancy is 50.
- What is the total number of seats that will be provided indoors and outdoors? Outdoor Patio 68 seats
- If there is an outdoor area, will there be an option to consume alcohol outdoors? No alcohol is being requested.
- If there is an outdoor area, is it on private property or the public right-of-way, or both? N/A.
    - If an outdoor area is on the public right-of-way, has a revocable permit been obtained? N/A
- Are you adding floor area? If yes, how much is enclosed? Outdoors? This project is new construction.

Parking

- How many parking spaces are available on the site? There are 44 spaces on site.
- Are they shared or designated for the subject use? They designated for the subject use.
- If you are adding floor area, what is the parking requirement as determined by the Department of Building & Safety? 7 spaces are required, 1 space per every 500 square feet.
- Have any arrangements been made to provide parking off-site? Parking is provided on site.
- If yes, is the parking secured via a private lease or a covenant/affidavit approved by the Department of Building & Safety? N/A.
- Please provide a map showing the location of the off-site parking and the distance, in feet, for pedestrian travel

between the parking area the use it is to serve. N/A

- Will valet service be available? No. Will the service be for a charge? N/A
- Is the site within 1,000 feet of any schools (public, private or nursery schools), churches or parks?
- For massage parlors and sexual encounter establishments, is the site within 1,000 feet of any other Adult Entertainment Businesses as defined by LAMC 12.70 B17? N/A

Note: *Required parking must be secured via a covenant pursuant to LAMC 12.26 E 5. A private lease is only permitted by a Zone Variance.*

QUESTIONS REGARDING THE OPERATION OF THE ESTABLISHMENT

What are the proposed hours of operation and which days of the week will the establishment be open?

	M	TU	W	TH	F	SAT& SUN
Proposed Hours of Operation	**9am-3:30am**	**9am-3:30am**	**9am-3:30am**	**9am-3:30am**	**9am -3:30am**	**9am -3:30am**

- Will there be entertainment such as a piano bar, dancing, live entertainment, movies, karaoke, video game machines, etc...? Please specify: None
  Note: *An establishment that allows for dancing needs a conditional use pursuant to 12.24 W.18.*
- Will there be minimum age requirements for entry? No If yes, what is the minimum age requirement and how will it be enforced? N/A
- Will there be any accessory retail uses on the site? No What will be sold? N/A

Security

- How many employees will you have on the site at any given time? o There will be 3 to 8 employees on site at all times.
- Will security guards be provided on-site? No. The applicant has security cameras inside and outside.
- Has LAPD issued any citations or violations? No If yes, please provide copies. N/A

NOTE: *Please consider submitting documents beyond the requirements outlined in this form. If there are other circumstances which may further a more complete understanding of the project, do not hesitate to submit such information. The documents submitted with the application and the public hearing constitute the* ***primary opportunity*** *to clarify and define the project.*

Site Plan Review Findings:

City of Los Angeles – Department of City Planning
Request: CP 2150

Raising Cane's
6726-6735 W Sunset Blvd
Los Angeles, CA. 90028

FINDINGS:

1. **Site Plan Review Findings: That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

   This request is a permitted use within the community plan and will not change the site's ability to conform to any elements or objectives of the General Plan. This location will improve and enhance this corner and make a difference to the development of this area.

2. **That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

   The subject premises are located within the Hollywood community plan area and is designated as Community Commercial within the C4-2D-SN- zone. The subject property is being developed with a new fast- food restaurant with drive through. The surrounding properties are developed with low to medium residential, commercial, general office, service-related and storefront retail uses. This new developed site will continue to add to the diversification of uses within this established area and should remain in proper relation to the adjacent uses. The site lot will be fully landscaped. The landscape plan is in compliance with commercial development standards and submitted to meet all general plan compliance and any specific plan requirements. In addition, this site is design to be well-lit, well designed to be pedestrian friendly. All design elements were taken into consideration and, therefore remain in appropriate relation to the contiguous uses and ongoing development of the community to enhance to local area.

3. **That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impact on neighboring properties**.

   We are confident that the surrounding properties and residents/ community will benefit from this use. This grant will continue to enhance the financial health of the community; improve the economic base of the area through the exchange of goods and amenities that services the local area/residents. This site will dramatically improve the appearance of the intersection and enhance the services offered to the immediate neighborhood in which it is located. The land use element is to expand opportunities that contribute to jobs and tax revenues to the community, which advances the goal of the community and general plan.

ZA-2021-4710

APPLICATIONS:

SITE PLAN REVIEW SUPPLEMENTAL APPLICATION

Case No. DIR ZA-2021-4710 **SPR**

Project Name / Address 6726 - 6734 W Sunset Blvd., Los Angeles, CA. 90028

SITE PLAN REVIEW APPROVAL IS REQUESTED FOR:

- ☐ A development project that results in an increase of 50,000 gross square feet of non-residential floor area.
- ☐ A development project that results in an increase of 50 or more dwelling units and/or guest rooms.
- ☐ A change of use to a fast food establishment resulting in a net increase of 500 or more average daily vehicle trips as determined by the Department of Transportation.
- ☐ A change of use other than to a fast-food establishment resulting in a net increase of 1,000 or more average daily vehicle trips as determined by the Department of Transportation.
- ☐ A single-family residential development with a cumulative Residential Floor Area of 17,500 square feet or larger located in the Hillside Construction Regulation "HCR" Supplemental Use District.

Project Description - Describe the project, listing the component uses and their floor area and/or dwelling units, for both the existing development and the total proposed project.

Height: 16'-7" **Feet** 1 **Stories**

PROJECT	NON-RESIDENTIAL FLOOR AREA (List each USE on 1st line and Square Feet below)			RESIDENTIAL OR HOTEL (Dwelling Units/Guest Rooms)		TOTAL SQUARE FEET
Uses ɜɜɜ				Units/Rooms	Square Feet	
Existing Development	16,000 S.F.					
Demolition (&)	16,000 S.f.					
New Construction (%)	3,712 Bldg					
Net Change (∀)	12,288 S.F.					
Total Project	41,222					

RESIDENTIAL DWELLINGS For Parking Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)			Within 1,500 Feet of a Mass Transit Station or Major Bus Route ?
		Less Than 3	3 Rooms	More than 3	
Standard					
Senior Citizen					
Affordable (LAMC 12.22A25d)					

PARKING (All Projects)	EXISTING PARKING SPACES	PROPOSED PROJECT	
		Spaces Required (LAMC 12.21A4)	Spaces Provided
	40	7	44

Does the Project have existing non-conforming parking rights? ☐ **Yes (Explain)** ☐ **No**

Is any portion within a parking structure? ☐ **Yes (Describe)** ☐ **No**

RESIDENTIAL DWELLINGS For Open Space Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)		
		Less Than 3	3 Rooms	More than 3

OPEN SPACE (LAMC 12.21G) For Residential Projects	REQUIRED (Square Feet)	PROVIDED (Square Feet)	% OF TOTAL PROVIDED
Private Open Space			
Common Open Space			
Landscaped Area in Common Open Space			
Total Open Space			100 %

Identify each area of useable Open Space on the Site Plan and/or Floor Plans, including the square footage of each area and calculations used to achieve the figures listed above.

Describe Recreational Amenities:

Site Plan Review Findings:

A Site Plan Review determination requires the decision-maker to make findings relative to the project request. The applicant must assist the decision-maker by attaching information supporting the following findings:

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.
2. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.
3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

ADMINISTRATIVE REVIEW

REDEVELOPMENT PROJECT AREA – HOLLYWOOD

Administrative Review and Referral

RELATED CODE SECTION: Los Angeles Municipal Code Section (LAMC) 11.5.14 establishes the process and procedures for implementing the Redevelopment Plan.

PURPOSE: This Administrative Review and Referral form determines the appropriate review process for proposed Projects within a Redevelopment Project Area. Proposed development activity within Redevelopment Project Areas must conform to the Permitted Land Use Section of respective Redevelopment Plan.

GENERAL INFORMATION

- A Redevelopment Plan Project (Project) includes any proposed development activity within a Redevelopment Project Area with an Unexpired Redevelopment Plan, that includes the issuance of a building, grading, demolition, sign or change of use permit. Refer to 11.5.14 for the full definition.
- Permitted Land Uses, see Section 600 of the Hollywood Redevelopment Plan. Visit Planning4LA.org to review the Hollywood Redevelopment Plan.
- Review process options available:
  - Administrative Review – Redevelopment Plan
  - Administrative Review – Design for Development
  - Project Compliance
  - Project Adjustment

1. APPLICANT INFORMATION

Applicant Name Raising Cane's - Robert Vann

Address 6800 Bishop Rd.

City Plano State Texas Zip Code 75024

Telephone 817219-8266 Email jrvann61@gmail.com

2. PROJECT BACKGROUND

Project Address 6726-6734 W Sunset Blvd., Los Angeles, CA 90028

Assessor Parcel Number 5547-022-022,023 & 024 Existing Zoning C4-2D-SN

Project Type:

☐ Change of Use	☐ Addition	☐ Exterior Alteration
☐ Interior Alteration	☑ Demolition	☐ Signs
☐ Use of Land	☑ New Construction	☐ Grading

Project Description (include any additional requested entitlements) 12:22A23 (i) and 12:23 A23 (A) (3) development standards

Conditional use to allow Sunday-Thursday 9am-1m & Friday & Saturday 9am-3:30am

with a proposed 3,172 s.f. restaurant with a drive through and allow less than the minimum required 50% window

transparency on exterior wall/doors fronting adjacent streets. 12:24 W17 and LA Municipal code section 16:05

A Conditional use to permit a fast-food restaurant with a drive thru in the C4-2D-SN zone located within 500

of a R zone & a site plan review for change in use that result in net increase of 500 or more average daily trips.

ZA-2021-4710

Eligible or Identified Historic Resource (refer to http://zimas.lacity.org/ and https://historicplacesla.org check one below)

☐ Yes ☐ No

Lot Area 41,222 Project FAR 0.08 FAR

Current Use Rite Aid retail with drive through Proposed Use Fast food restaurant with drive through

Existing Residential sq.ft .0 Proposed Residential sq. ft. 0

Existing Non-Residential sq.ft. 0 Proposed Non-Residential sq. ft. 0

Number of new residential units 0

Number of residential units to remain 0

Number of residential units to be demolished 0

Building Permit No. (*if applicable*)

Environmental Review ☐ Project is Ministerial – Environmental Review Not Required

☑ Not Yet Filed ☑ Filed (Indicate case number)

DENSITY AND FLOOR AREA RATIO CALCULATION

Use the following definitions to calculate Density and Floor Area in the Hollywood Redevelopment Project Area.

"Gross Acre" is defined as the site area plus one half of any abutting street(s) and alley(s).

"Floor Area Ratio" or FAR is defined as the ratio of total floor area of all buildings in a parcel to the parcel area. The floor area of a building excludes space devoted to stairwells, elevator shafts, light courts vehicular parking and mechanical equipment.

Formula for "Base" Density Calculation

Total Gross acre X Permitted Units per Gross Acre permitted by the Redevelopment Plan = Base Permitted Units

Formula for Density Bonus Calculation

(Base Permitted Units X % as allowed by Density Bonus) + Base Permitted Units = Total Permitted Units

Formula for Bonus Units pursuant to Section 505.3

Base Permitted Units X up to 30% as allowed by Section 505.3 Housing Incentive Units = Enhanced Permitted Units

3. **CHECKLIST** - Hollywood Redevelopment Plan

Complete the following checklist using the terms listed below. To see the full list of defined terms reference LAMC Section 11.5.14. To complete the checklist please refer to the corresponding Section of the Redevelopment Plan. The Redevelopment Plans are available on the City Planning website at Planning4LA.org.

- **N/A - Not Applicable**: This Redevelopment Plan Section does not apply to the proposed Project. No further action is required.
- **YES - Conforms**: The proposed Project conforms to the Redevelopment Plan section. The proposed Project may require Project Compliance. Not all Redevelopment Plans require additional action.
- **NO - Does Not Conform**: The proposed Project DOES NOT conform to the Redevelopment Plan section. The proposed Project will require a Project Adjustment. Alternatively, modify the proposed Project and resubmit this form demonstrating compliance with the Redevelopment Plan.

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
501. General Controls and Limitations	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
502. Map • Input the Redevelopment Plan Land Use Designation (if applicable)	C4-2D-SN Hollywood Regional Center Commercial	☐	☑	☐	REGIONAL COMMERCIAL
503. Design (s) for Development	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
504. Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
505. Residential Uses • Input the City Zone designation • Input Redevelopment Plan Dwelling Unit calculation (see attached)		☑	☐	☐	C4-2D-SN - N/A
505.1 Very High (Residential Uses) • Input the City Zone designation • Input Dwelling Unit calculation		☑	☐	☐	C4-2D-SN - N/A
505.2. Franklin Avenue Design District	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
505.3. Housing Incentive Units up to 30% increase • Input Dwelling Unit calculation		☑	☐	☐	N/A
505.4. Commercial Uses within Residential Areas • Findings Required - Project Compliance		☑	☐	☐	N/A
506. Commercial Uses • Input the City Zone Designation	C4-2D-SN	☐	☑	☐	SEE SECTION 506.2
506.1. Community, Highway Oriented, and Neighborhood and Office Commercial • Input the Redevelopment Plan Land Use Designation (if applicable) • Input FAR limitations (e.g., 3:1)		☑	☐	☐	N/A
506.2. Regional Center Commercial • Refer to Redevelopment Plan Map – Hollywood Boulevard District and Hollywood Core Transition District	*Applicant must review this Redevelopment Plan section.*	-	-	-	PROPOSED (N) DRIVE-THRU FAST FOOD RESTAURANT
506.2.1. Hollywood Boulevard District	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
506.2.2. Hollywood Core Transition District	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
506.2.3. Regional Center Commercial Density • Input FAR limitations (e.g., 3:1) • Findings Required for FAR above 4.5:1 but less than 6:1		☑	☐	☐	3,172 / 38,625 = 0.08

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
506.3 Residential Uses within Commercial Areas • Input the Redevelopment Plan Land Use Designation (if applicable) • Input the City Zone designation		☑	☐	☐	N/A
506.4. Industrial Uses within Commercial Destinations • Findings Required - Project Compliance • Refer to Criteria 1-5		☑	☐	☐	N/A
507. Industrial • Input the City Zone designation • Refer to Uses in Redevelopment Plan section		☑	☐	☐	C4-2D-SN - N/A
507.1 Commercial Manufacturing • Refer to Uses in Redevelopment Plan section		☑	☐	☐	N/A
507.2. Limited Industrial • Refer to Uses in Redevelopment Plan section		☑	☐	☐	N/A
507.3. Commercial Uses Within Limited Industrial Areas • Findings Required - Project Compliance • Refer to Criteria 1-5		☑	☐	☐	N/A
508.1. Public • Findings Required if other use – Project Compliance • Refer to Criteria 1-5		☑	☐	☐	N/A
508.2. Public Street Layout, Rights of Way and Easements	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
508.3. Other Public and Quasi-Public Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
508.4. Open Spaces, Landscaping, Light, Air, and Privacy	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
509. Non-Confirming Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
510. New Construction	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
511. Preservation, Rehabilitation and Retention of Properties	*Please refer to Survey LA.*	-	-	-	NOT HISTORIC

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
515. Limitation on the Type, Size, and Height of Buildings	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
516. Signs and Billboards • Refer to Sign DFD	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A - NOT PART OF SCOPE
517. Utilities	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
518.1 Circulation	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
518.2 Parking and Loading	*Applicant must review this Redevelopment Plan section.*	-	-	-	SHOW CONFORMANCE
519. Setbacks	0 setbacks, not required	☐	☑	☐	SHOW CONFORMANCE
520. Incompatible Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
521. Variations	*Applicant must review this Redevelopment Plan section. Findings in this Section must be prepared for any sections of this Form checked "NO" unless the Project is modified.*				N/A

4. *PROJECT REVIEW REQUIREMENTS*

SUBMITTAL PACKAGE (check all that apply)

☑ A. **Administrative Review for the Redevelopment Plan**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for the Administrative Review and Referral Form, listed in the Administrative Review Instruction (CP-3540)

NOTE: For an Administrative Review ***clearance****, the project must conform to the Permitted Land Uses section of the relevant Redevelopment Plan, and if applicable the Administrative Review and Referral Design for Development.*

☐ B. **Administrative Review for the Design for Development (DFD)**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for Design for Development, listed in the Administrative Review Instruction (CP-3540)

☐ C. **Project Compliance and/or Project Adjustment**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for *Project Compliance and/or Project Adjustment*, listed in the Administrative Review Instruction (CP-3540)

All forms and related materials shall be submitted to the Development Services Center public counter.

- CITY STAFF USE ONLY -

NOTE: Signature below only indicates that the Redevelopment Plan Unit staff reviewed proposed project. All official clearances are noted on the clearance summary sheet for issuance of a permit from LADBS on PCIS, including Administrative Sign-Off/Approval.

ADDITIONAL STAFF NOTES

SITE IS NOT IDENTIFIED AS AN ELIGIBLE HISTORIC RESOURCE AND IS NOT LOCATED IN A POTENTIAL HISTORIC DISTRICT. NO ADDITIONAL HISTORIC REVIEW IS REQUIRED. PER SECTIONS 506 AND 506.2 THE PROPOSED 3,172 SF FAST FOOD RESTAURANT WITH A DRIVE THRU IS PERMITTED IN THE REGIONAL COMMERCIAL AREA. REPORT TO DESCRIBE GENERAL CONFORMANCE TO THE HOLLYWOOD REDEVELOPMENT PLAN. ADMINISTRATIVE REVIEW ONLY, NO FEE.

CASE NUMBER: PAR-2021-2394-RDP

Section 5 - ADMINISTRATIVE REVIEW – Project Conforms to Plan. No Referral Required – Section 6 N/A. No fee is collected.

Staff Signature	Date	Phone Number
D. U	03/30/2021	
Print Name DAVID URITA		Email

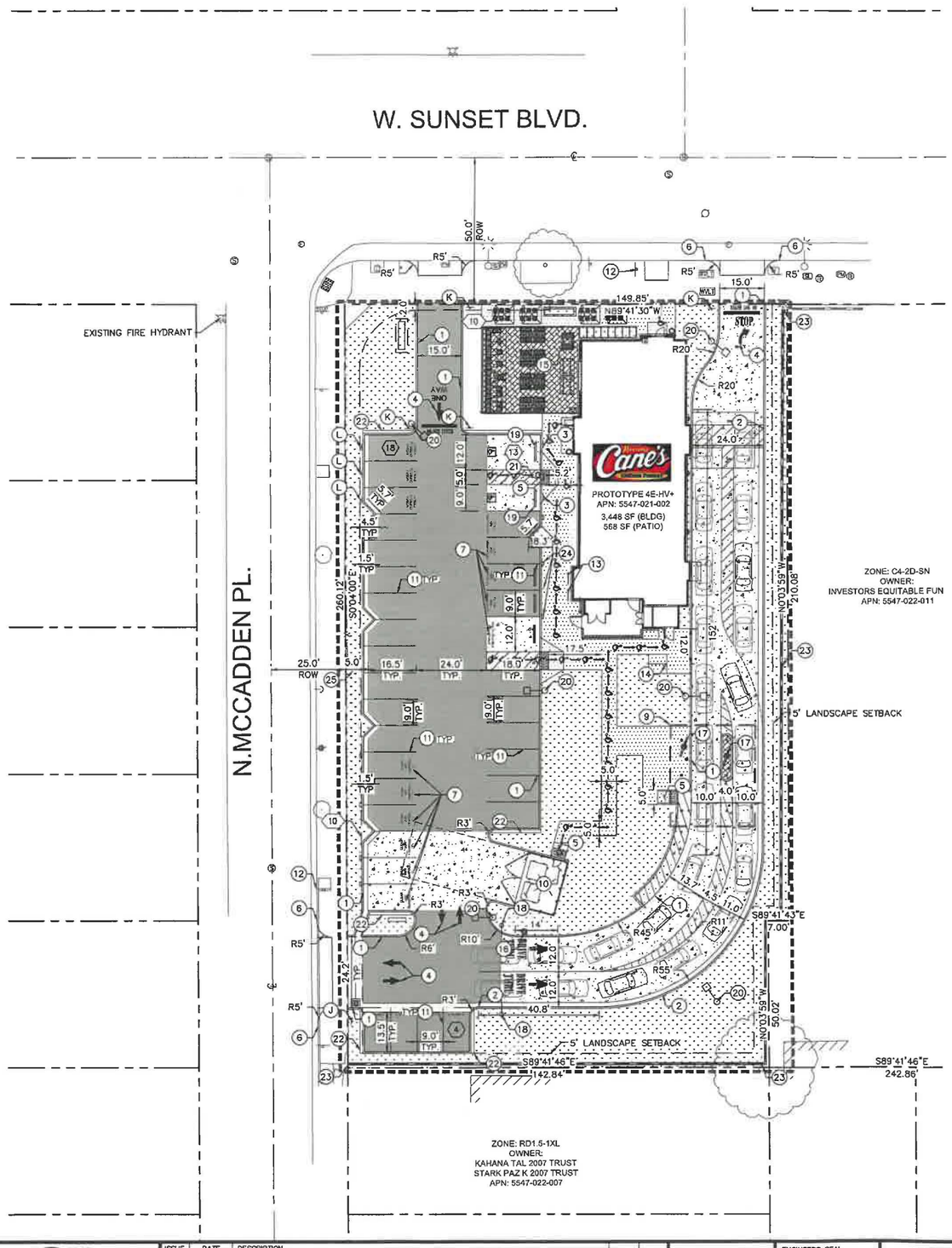
Section 6 - PROJECT PLANNING REFERRAL - Choose one: If Project Compliance or Project Adjustment is required. Please collect required fee(s) prior to filing.

☐ **Project Compliance Required**	☐ **Project Adjustment Required**

INITIAL REVIEW BY

Staff Signature	Date	Phone Number
Print Name		Email

PLOT PLANS



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- CMU WALL
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB
2. CONCRETE CURB AND GUTTER
3. ACCESSIBLE PARKING STALL SIGN
4. DIRECTIONAL MARKING PER PLAN
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
7. "CLEAN AIR/VAN POOL/EVCS" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
8. NOT USED
9. CANOPY
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
11. STANDARD 90° PARKING STALL STRIPING.
12. EXISTING SIGN TO REMAIN
13. SHORT TERM BIKE RACK
14. LONG TERM BIKE RACK
15. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
16. PREVIEW BOARD
17. ORDER BOARD
18. HEIGHT DETECTOR POLE
19. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
20. SITE LIGHTING
21. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
22. 18" WALK-OFF CURB
23. CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ONSITE.
24. PROPOSED E/V CHARGING STATION

TITLE REPORT EXCEPTIONS

3. MATTERS CONTAINED IN A DOCUMENT RECORDED APRIL 7, 1980 AS INSTRUMENT NO. 80-343962 OF OFFICIAL RECORDS. BLANKET IN NATURE.
8. MATTERS CONTAINED IN A DOCUMENT RECORDED DECEMBER 20, 2006 AS INSTRUMENT NO. 06-2837146 OF OFFICIAL RECORDS. (SEE SHEET 2).
10. IRREVOCABLE OFFER TO DEDICATE A PORTION OF THE PROPERTY FOR FUTURE STREET OR HIGHWAY PURPOSES, RECORDED DECEMBER 29, 2006 AS INSTRUMENT NO. 06-2903331 OF OFFICIAL RECORDS. PLOTTED HEREON.

LEGAL DESCRIPTION

LOTS 13, 14, 15, 16, 17 AND THE WEST 7.00 FEET OF THAT PORTION OF LOT 23 LYING NORTH OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT 16 OF BOYLE PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

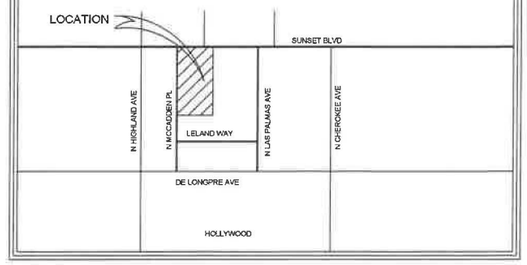
APN: 5547-022-022; 5547-022-023; 5547-022-024

SIGN INFORMATION

- (J) CMUTCD SIGN R5-1 – "DO NOT ENTER"
- (K) CMUTCD SIGN R1-5 – "YIELD TO PEDESTRIANS"
- (L) SIGN – "MOBILE CURBSIDE PICK-UP"

VICINITY MAP
HOLLYWOOD,
CALIFORNIA

NOT TO SCALE



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	6726-6734 SUNSET BOULEVARD, LOS ANGELES, CA 90028
APN:	5547-022-022; 5547-022-023; 5547-022-024
ZONING DISTRICT:	C4-2D-SN
ADJACENT ZONING DISTRICTS:	NW: P – PARK S: C2 – RESTRICTED COMMERCIAL E: M4 – INDUSTRIAL PARK
LAND USE:	REGIONAL CENTER COMMERCIAL
ADJACENT LAND USE:	NW: PARKS E: COMMERCIAL S: COMMERCIAL W: COMMERIAL
GENERAL PLAN DISTRICT:	REGIONAL CENTER COMMERCIAL
SPECIFIC PLAN:	NONE
FLOOD ZONE:	ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	40,236 S.F.	(0.92 AC)	
TOTAL PAD AREA:	3,448 S.F.	(0.08 AC)	
TOTAL LOT AREA:	38,625 S.F.	(0.89 AC)	
F.A.R.:	0.08 AC		
LOT COVERAGE			
TOTAL SITE AREA:	40,236 S.F.	(0.92 AC)	100%
BUILDING AREA:	3,448 S.F.	(0.08 AC)	8.6%
PATIO AREA:	568 S.F.	(0.01 AC)	1.4%
IMPERVIOUS AREA:	26,372 S.F.	(0.59 AC)	64.1%
LANDSCAPE AREA:	10,416 S.F.	(0.24 AC)	25.9%
PARKING/LANDSCAPE BUFFER			
FRONT:	0.0'		
REAR:	5.0'		
SIDE (N):	0.0'		
SIDE (S):	5.0'		

PARKING SUMMARY:

RAISING CANE'S: 3,448 S.F. (1 STALL/100 S.F.) = 35 STALLS REQUIRED PER CITY OF LOS ANGELES CODE 12.21.C

- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2019 CBC.
- FUTURE EV FOR 26-50 PARKING STALLS = 4 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2019 CALIFORNIA GREEN BUILDING STANDARDS) = 6

TOTAL NUMBER OF PARKING SPACES PROVIDED = 35

PARKING TABLE:	RAISING CANE'S REQUIRED	PROVIDED	
STANDARD	23	15	
COMPACT (C)	–	4	
DESIGNATED	6	10	
EV CHARGING	4	4	(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL) (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)
ACCESSIBLE	2	2	
TOTAL:	35	35	

EXHIBIT "A"
Page No. 1 of 9
Case No. ZA-2021-4710

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Know what's below. Call before you dig. 811

ISSUE	DATE	DESCRIPTION
1	02/15/22	1ST BUILDING SUBMITTAL
2	03/30/22	2ND BUILDING SUBMITTAL
3	07/26/22	BID SET

JC DRAWN BY
HS CHECKED BY
RECOMMENDED

ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER HANNAH A. SMITH No. 90371 NOT FOR CONSTRUCTION CIVIL STATE OF CALIFORNIA

Kimley»Horn
1100 W TOWN & COUNTRY RD, SUITE 700
ORANGE, CA 92868
(714)-786-6125

PREPARED UNDER THE DIRECT SUPERVISION OF:
HANNAH SMITH, RCE. NO. 90371 DATE: 9/19/2022 EXP. 12/31/2022

CITY OF LOS ANGELES
APPROVED BY:
CITY ENGINEER DATE
RCE # _____ EXP _____

Raising Cane's Chicken Fingers
6726 SUNSET BOULEVARD
LOS ANGELES, CA

CITY OF LOS ANGELES

PRELIMINARY SITE PLAN

C1.0

Drawing name: K:\ORA_LDEV\Raising Cane's\094797107 - Hollywood (Sunset and Highland) 624\CADD\Exhibits\Entitlement Package\C1.0 - Preliminary Site Plan.dwg PRELIMINARY SITE PLAN Sep 19, 2022 9:47am by: Jason.Corpin
this document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

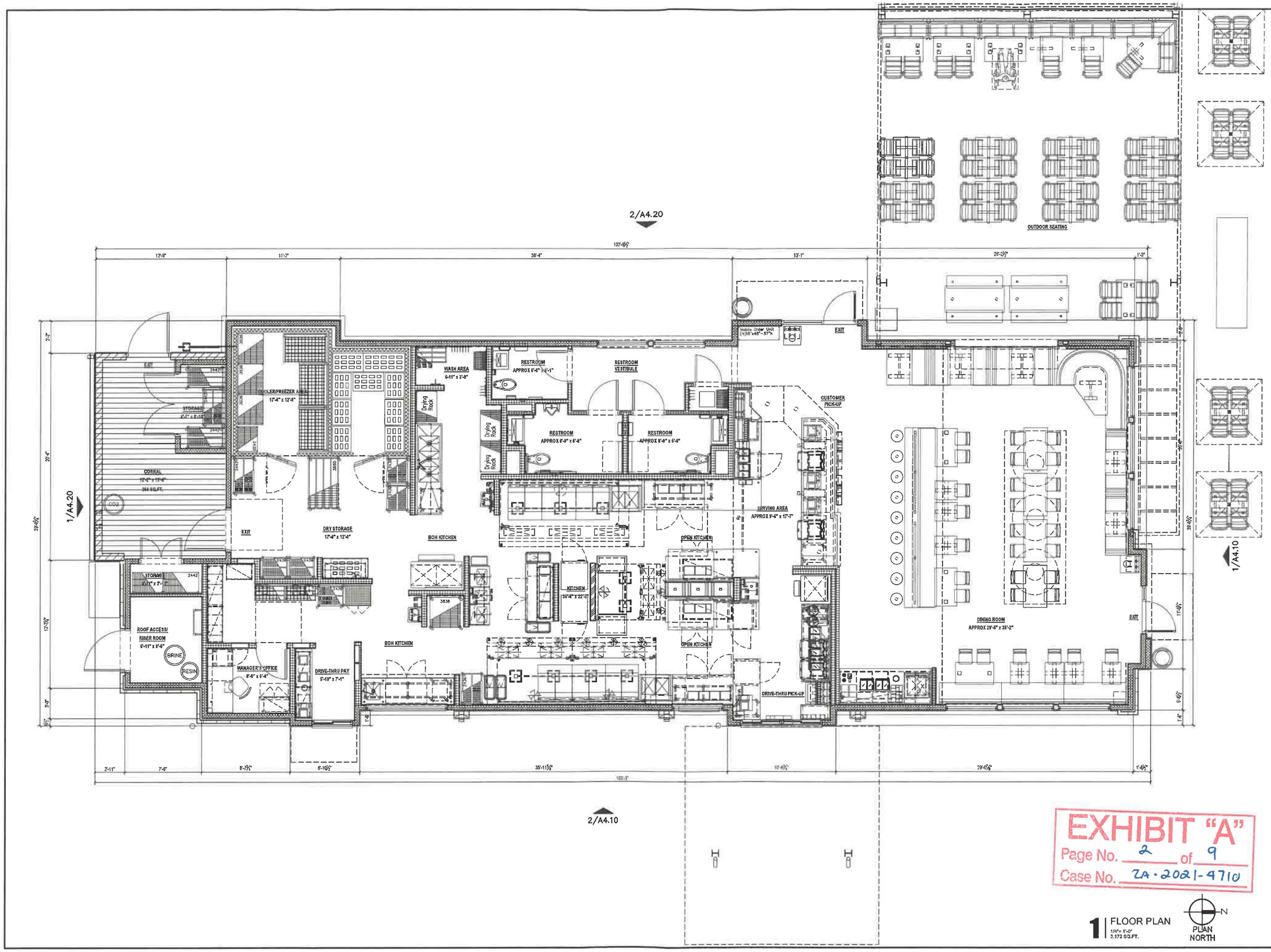


EXHIBIT "A"
Page No. 2 of 9
Case No. ZA-2021-4710

1 FLOOR PLAN
1/4"= 1'-0"
3,172 SQ.FT.

N
PLAN NORTH

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tel#: 972-769-3100 Fax: 972-769-3101

Store: **Raising Cane's Sunset & McCadden Hollywood, CA Restaurant #CO624 ERD P4E-HV**

Professional of Record: NAME
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2021
RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	P4E-HV
Prototype Issue Date:	7.14.2020
Design Bulletin Updates:	
Date Issued:	Bulletin Number:

Planning Submittal

REVISIONS:

1	12-09-21	Planning Submittal
2		
3		
4		
5		
6		
7		
8		
9		

Sheet Title:

FLOOR PLAN

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	LL

Sheet Number:

A1.10

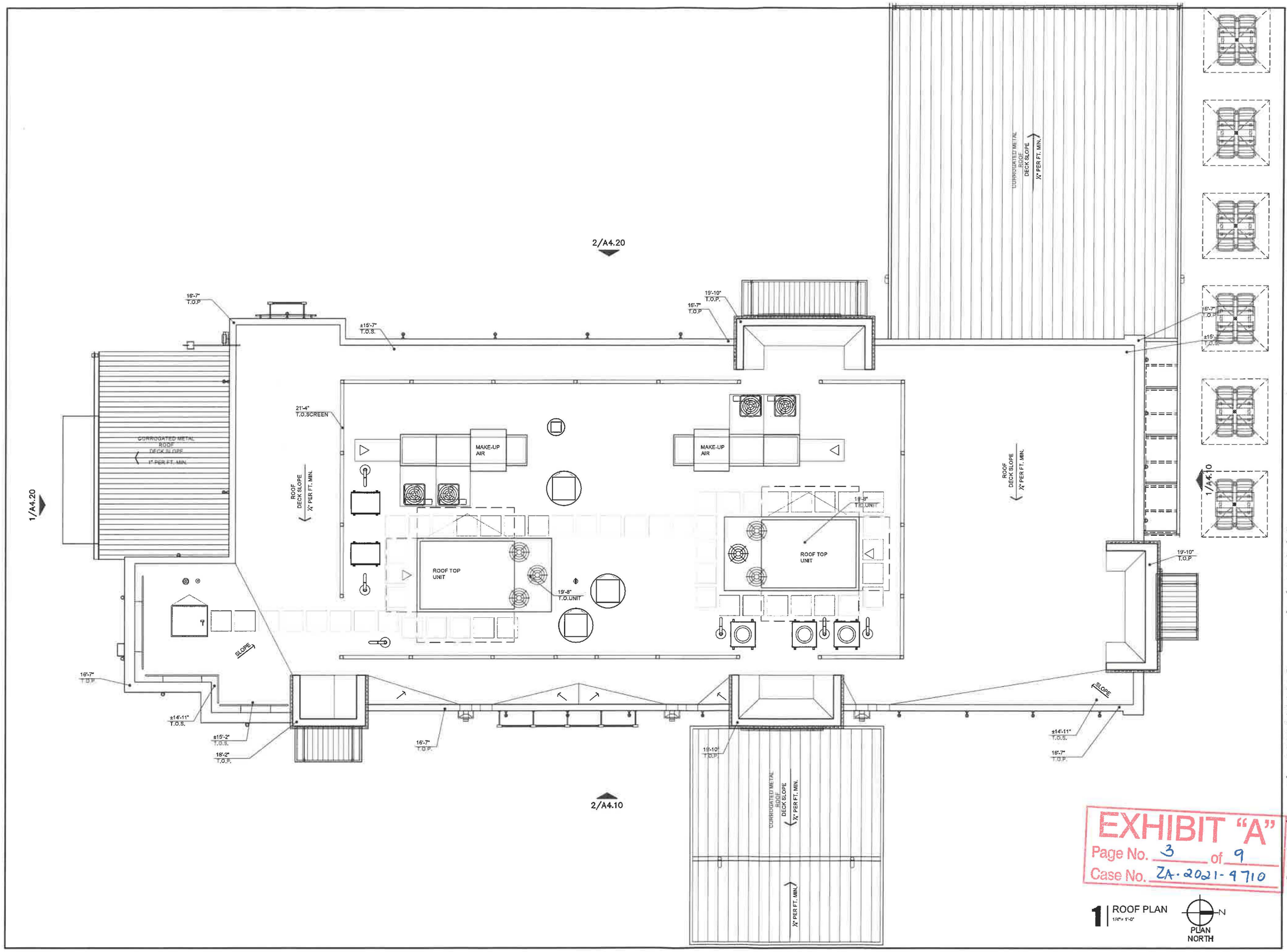


EXHIBIT "A"
Page No. 3 of 9
Case No. ZA-2021-9710

1 ROOF PLAN
1/4"= 1'-0"

PLAN NORTH

Raising Cane's CHICKEN FINGERS

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #CO624
ERD P4E-HV

Professional of Record: NAME

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2021
RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	P4E-HV
Prototype Issue Date:	7.14.2020
Design Bulletin Updates:	-
Date Issued:	Bulletin Number:
-	-

Planning Submittal

REVISIONS:

1	12-09-21	Planning Submittal
2		
3		
4		
5		
6		
7		
8		
9		

Sheet Title:
ROOF PLAN

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	LL

Sheet Number:
A1.20

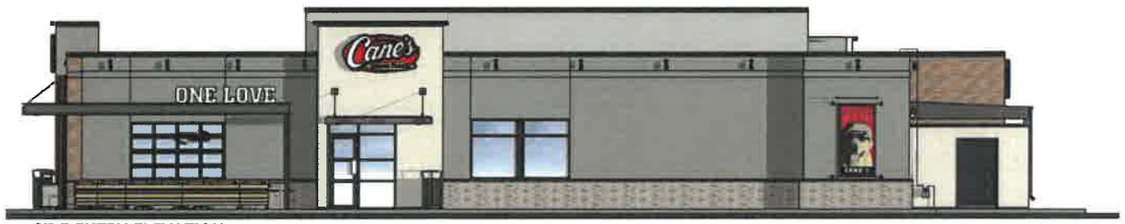
C0624 Hollywood Sunset P4E HV Side Patio Elevations



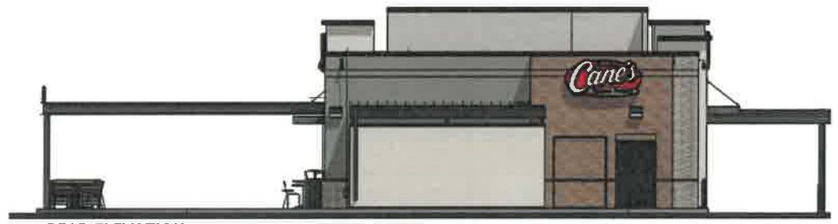
FRONT ELEVATION
SCALE: 1/16" = 1'-0"



DRIVE-THRU ELEVATION
SCALE: 1/16" = 1'-0"



SIDE ENTRY ELEVATION
SCALE: 1/16" = 1'-0"



REAR ELEVATION
SCALE: 1/16" = 1'-0"

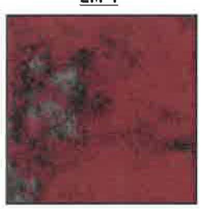
MATERIAL FINISHES

EM-3



HOT ROLLED STEEL W/ CARBON GRADE FINISH - W/ CLEAR, MATTE POWDER COAT FINISH

EM-4



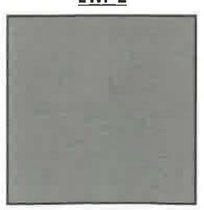
RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF THE "I" ELEMENT ONLY

EWF-1



BELDEN NORMAN BRICK MASONRY MEDIUM RANGE, SMOOTH. IRON SPOT. MORTAR TO MATCH SOLOMON PRODUCTS 10 H, WEATHERED HORIZONTAL STRIKE. VERTICAL JOINTS ARE FLUSH

EWF-2



"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

EWF-4



BORAL: "ALAMO" MODULAR BRICK. MORTER TO MATCH SOLOMON PRODUCTS 10 H. LIGHT BUFF SACK RUB FINISH.

EWF-5



"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

EWF-6



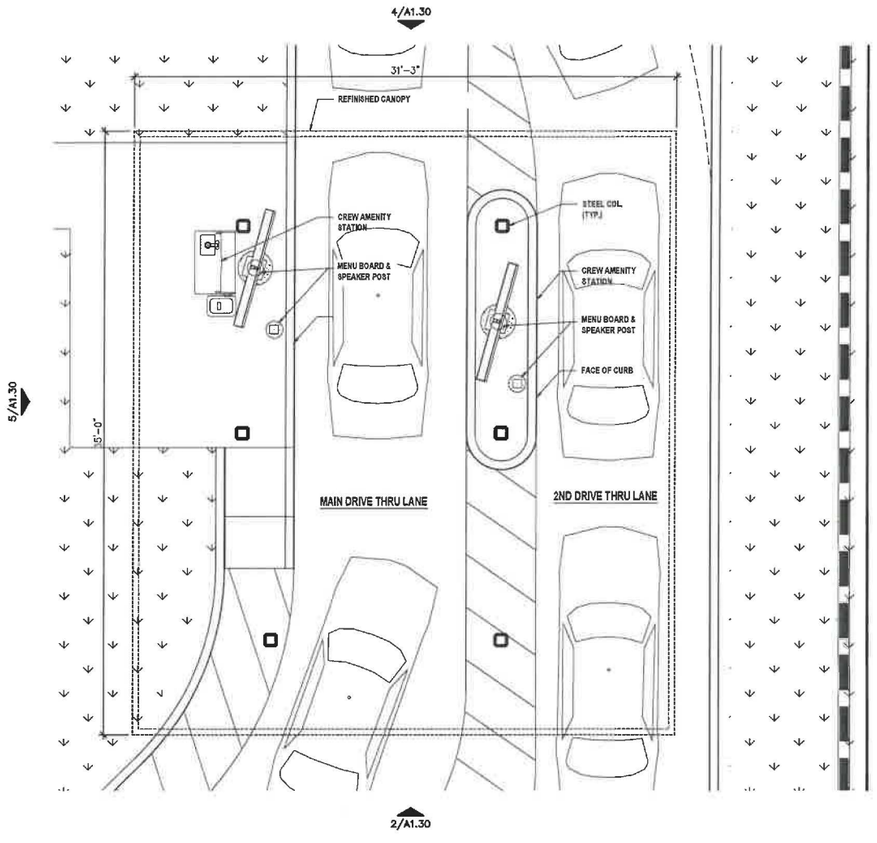
"456 OYSTER SHELL" CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

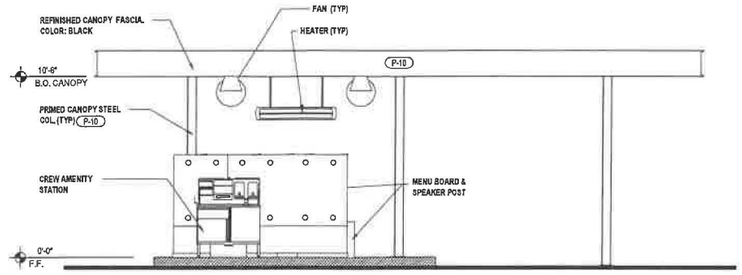
EXHIBIT "A"
Page No. 6 of 9
Case No. ZA-2021-4710
12/08/2021



1 | ENLARGED DRIVE THRU CANOPY PLAN

1/4"= 1'-0"

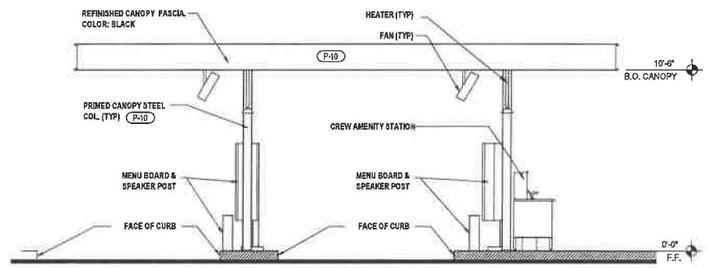
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5 | DRIVE THRU CANOPY REAR ELEVATION

1/4"= 1'-0"

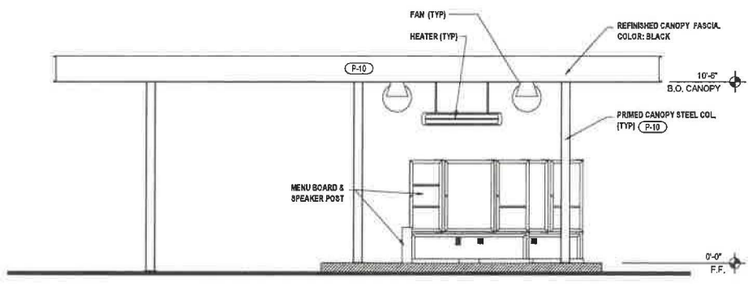
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4 | DRIVE THRU SIDE ELEVATION

1/4"= 1'-0"

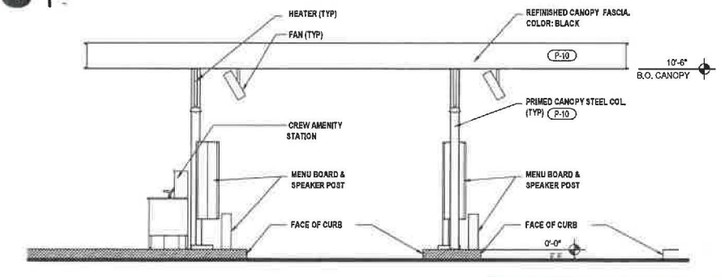
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3 | DRIVE THRU CANOPY FRONT ELEVATION

1/4"= 1'-0"

-



2 | DRIVE THRU CANOPY SIDE ELEVATION

1/4"= 1'-0"

-

Raising Cane's CHICKEN FINGERS
Restaurant Support Office:
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #C0624
ERD P4E-HV

Professional of Record: NAME
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2021 RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	P4E-HV
Prototype Issue Date:	7.14.2020
Design Bulletin Updates:	-
Date Issued:	Bulletin Number:
-	-

Planning Submittal

REVISIONS:

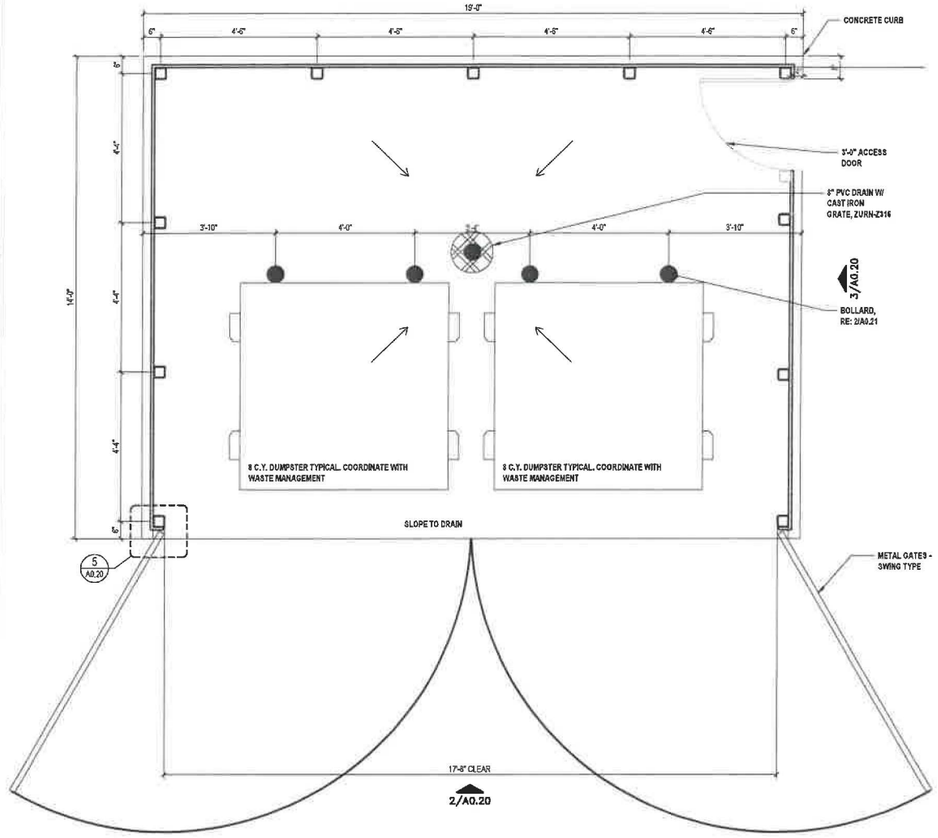
1	12-09-21	Planning Submittal
2		
3		
4		
5		
6		
7		
8		
9		

Sheet Title:
Drive Thru Canopy

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	I.L.

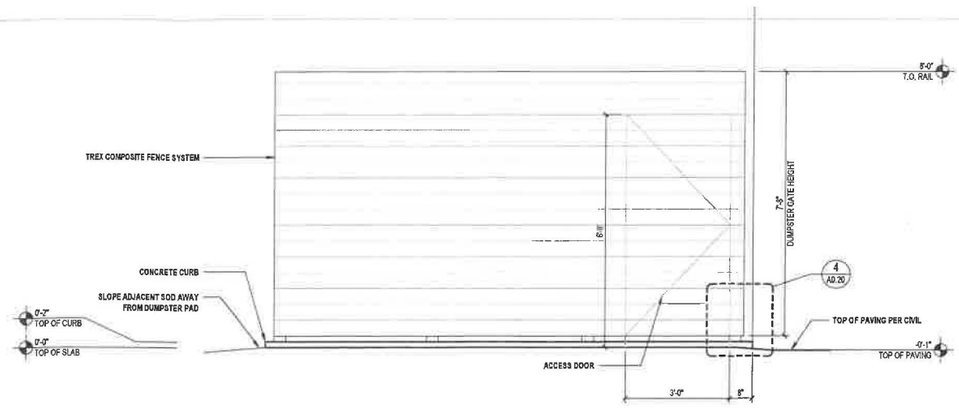
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A1.30

EXHIBIT "A"
Page No. 7 of 9
Case No. ZA-2021-4710

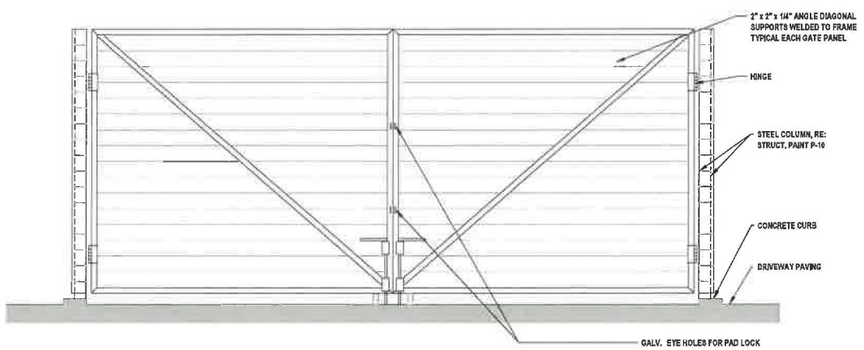


1 | STANDARD DUMPSTER PLAN
1/2"= 1'-0"

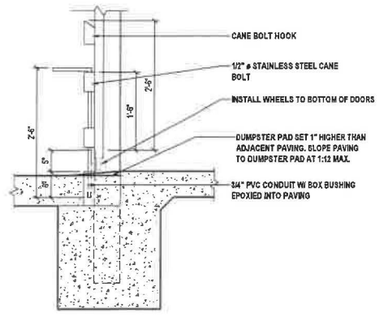
50' CLEARANCE MIN IN FRONT FOR TRUCK ACCESS



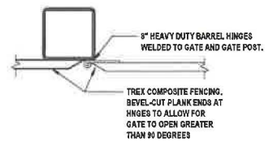
3 | DUMPSTER ELEVATION
1/2"= 1'-0"



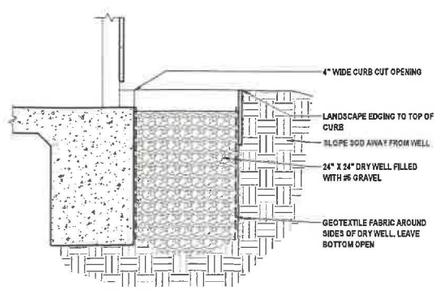
2 | DUMPSTER ENCLOSURE
1/2"= 1'-0"



4 | DUMPSTER GATE THRESHOLD DETAIL
3/4"= 1'-0"



5 | DUMPSTER GATE DETAIL
1 1/2"= 1'-0"



7 | DRY WALL DRAIN DETAIL
3/4"= 1'-0"

EXHIBIT "A"
Page No. 8 of 9
Case No. ZA-2021-4710

Raising Cane's CHICKEN FINGERS

Store: **Raising Cane's Sunset & McCadden Hollywood, CA Restaurant #C0624 ERD P4E-HV**

Professional of Record: NAME

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2021
RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	P4E-HV
Prototype Issue Date:	7.14.2020
Design Bulletin Updates:	-
Date Issued:	Bulletin Number:
-	-

Planning Submittal

REVISIONS:		
1	12-09-21	Planning Submittal
2		
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9		

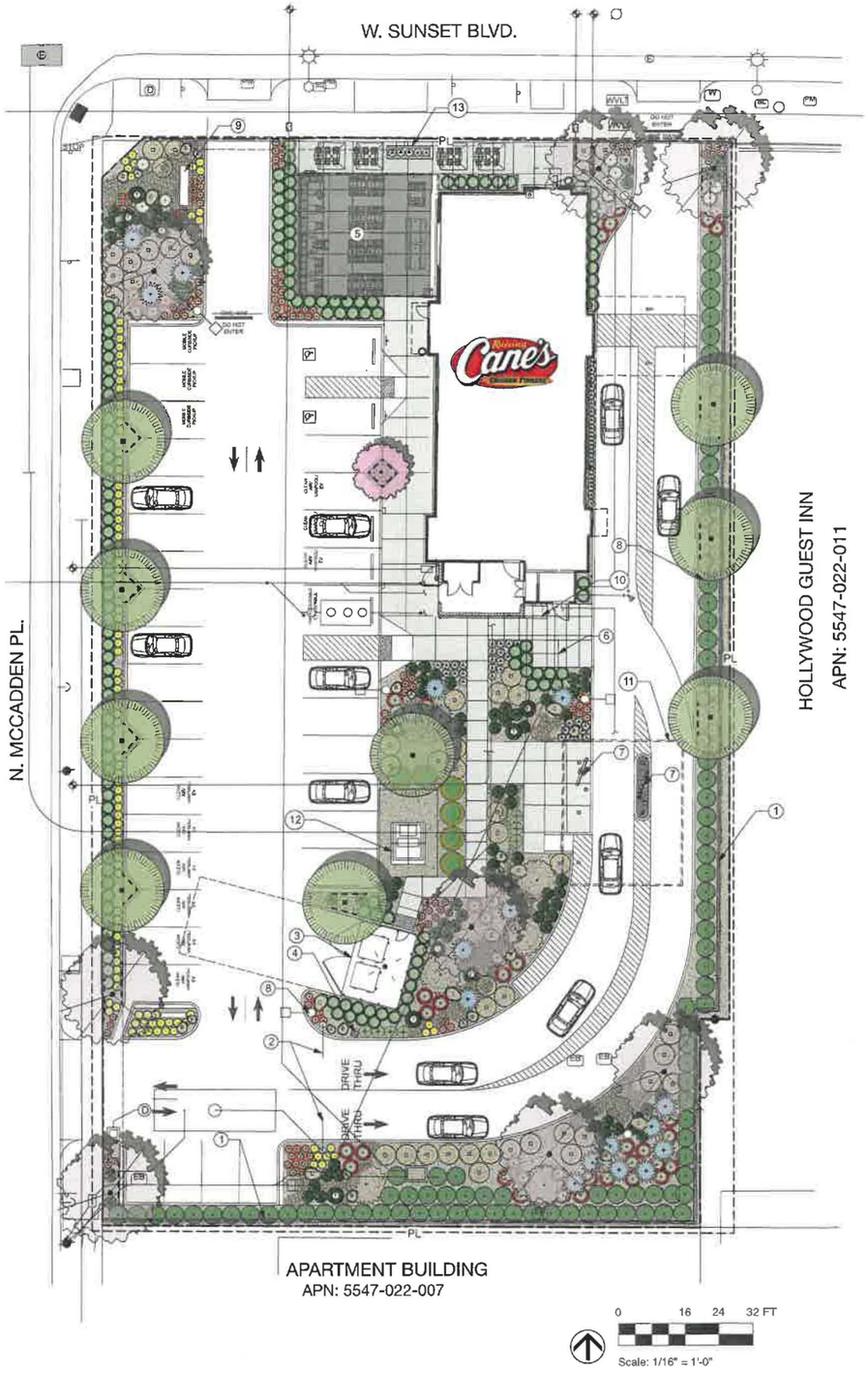
Sheet Title:

TRASH ENCLOSURE & DETAILS

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	LL

Sheet Number:

A1.40



Preliminary Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Height	Width	WUCOLS
	Trees						
	Acacia stenophylla (Std.)	Shoestring Acacia	36" box	9	12 - 20 ft	12 - 20 ft	Low
	Cercis occidentalis (Std.)	Western Redbud	36" box	1	15 - 20 ft	15 - 20 ft	Low
	Chitalpa 'Pink Dawn' (Std.)	Chitalpa	36" box	8	15 - 35 ft	20 - 30 ft	Low
	Shrubs						
	Caesalpinia pulcherrima	Red Bird of Paradise	15 gal	6	8 to 10 ft	8 to 10 ft	Low
	Lantana x 'New Gold'	New Gold Lantana	5 gal	46	12 - 15 in	18 - 24 in	Low
	Myrica californica	Pacific Wax Myrtle	15 gal	88	20 - 30 ft	10 - 20 ft	Low
	Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn	15 gal	140	3 - 5 ft.	3 - 4 ft	Low
	Salvia greggii 'Furman's Red'	Furman's Red Autumn Sage	5 gal	7	2 - 3 ft	2 - 3 ft	Low
	Tecoma x 'Solar Flare'	Solar Flare Esperanza	15 gal	6	4 - 6 ft	4 - 6 ft	Low
	Perennials						
	Achillea 'Moonshine'	Yarrow	5 gal	110	1 - 2 ft	2 - 3 ft	Low
	Chondropetalum tectorum 'El Campo'	El Campo Small Cape Reed	5 gal	11	3 ft	3 - 4 ft	Low
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily	5 gal	63	2 -3 ft	1 - 2 ft	Low
	Succulents						
	Agave "Blue Flame"	Blue Flame Agave	15 gal	8	2 - 3 ft.	2 - 3 ft.	Low
	Agave americana	Century Plant	15 gal	18	4 - 8 ft.	6 - 12 ft.	Low
	Hesperaloe parviflora	Red Yucca	5 gal	65	3 - 4 ft	4 - 5 ft	Low
	Kalanchoe luciae	Paddle Plant	5 gal	118	1 - 2 ft	24 - 36 in	Low
	Grasses						
	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	5 gal	74	2-4 ft	2-4 ft	Low

Materials Legend

Material	Size	Area/ QTY.
'Horse Creek' Crushed Stone	1/2"	9,313 SF
'Horse Creek' Crushed Stone	1" - 4"	863 SF
"A" "B" "C"	28" - 32" DIA 32" - 40" DIA 40" - 50" DIA	
Direct Colors® Smokestack Grey 102-5lb integral colored concrete W/ 3/8" saw cut joints Finish: TOPCAST ® #05	N/A	1,155 SF
Natural colored concrete W/ 3/8" saw cut joints. Finish: TOPCAST ® #05	N/A	2,092 SF

Proposed Notes

1. (P) 6' screen wall per Civil
2. (P) headache bar per Architect
3. (P) garbage enclosure per Architect
4. (P) pre order board per Architect
5. (P) patio furniture per Architect
6. (P) long term bike parking per Architect
7. (P) order board per Architect
8. (P) light post per Electrical, (TYP.)
9. (P) monument sign per Architect
10. (P) bike rack per Architect
11. (P) overhead structure per Architect
12. (P) transformer per Electrical
13. (P) raised planter

Tree Requirement Calculations

1. One (1) tree for every four (4) parking spaces.

Trees Required: 9
Trees Proposed: 10

EXHIBIT "A"
Page No. 9 of 9
Case No. ZA-2021-4710

Project No. 20-68

KIESEL • DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
Jack@kieseldesign.com
CL# 5206

RC#624
Raising Cane's Hollywood

6726 W Sunset Blvd
Hollywood, CA 90028

Submittals:

#	DATE	NAME
	01.08.21	Planning Submittal
	12.10.21	Planning Resubmittal
	01.25.22	80% Review Set
	02.14.22	1st BLDG. Submittal
	04.01.22	2nd BLDG. Submittal
	07.26.22	Bid Set
	09.19.22	Entitlement Resubmittal

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signed 12.31.22
09.19.22
Date
STATE OF CALIFORNIA

Type: Entitlement

Initial Setup Date:
January 8, 2021

Drawn By:

#	NAME	DATE
	B.Perez	09/2022

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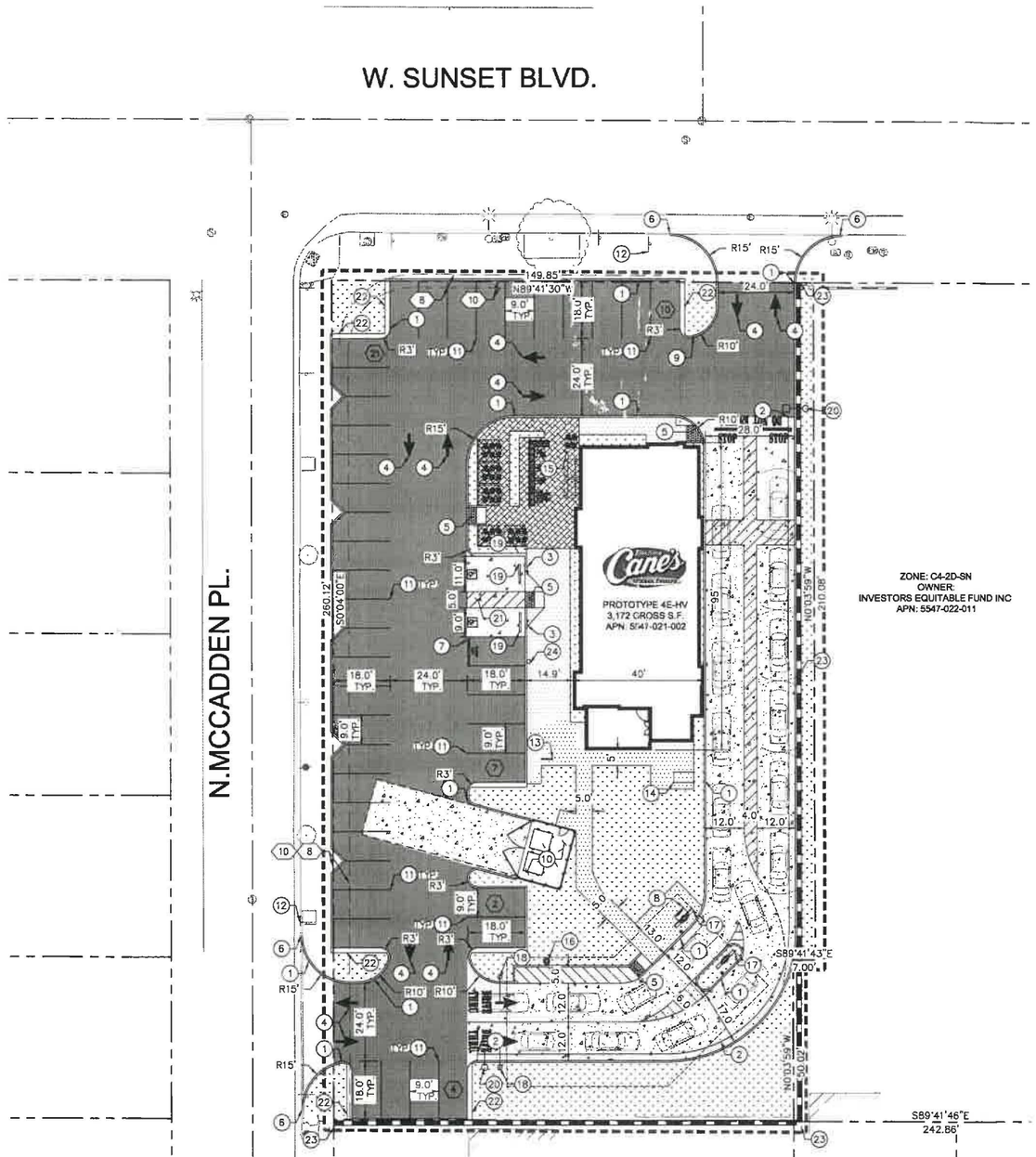
Title:

Preliminary Landscape Plan

Sheet Number:

L0.1

07/26/22 Bid Set Print - Not for Construction



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- CMU WALL
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY. DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB
2. CONCRETE CURB AND GUTTER
3. ACCESSIBLE PARKING STALL SIGN
4. DIRECTIONAL MARKING PER PLAN
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
7. "CLEAN AIR/VAN POOL/EVCS" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
8. PROPOSED HANDWASH
9. PROPOSED ROLLOVER CURB
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
11. STANDARD 90° PARKING STALL STRIPING.
12. EXISTING SIGN TO REMAIN
13. SHORT TERM BIKE RACK
14. LONG TERM BIKE RACK
15. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
16. PREVIEW BOARD
17. ORDER BOARD
18. HEADACHE BAR
19. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
20. SITE LIGHTING
21. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
22. 18" WALK-OFF CURB
23. CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ONSITE.
24. FUTURE E/V CHARGING STATION

TITLE REPORT EXCEPTIONS

(3) MATTERS CONTAINED IN A DOCUMENT RECORDED APRIL 7, 1980 AS INSTRUMENT NO. 80-339962 OF OFFICIAL RECORDS. BLANKET IN NATURE.

(8) MATTERS CONTAINED IN A DOCUMENT RECORDED DECEMBER 20, 2006 AS INSTRUMENT NO. 06-2837146 OF OFFICIAL RECORDS. (SEE SHEET 2).

(10) IRREVOCABLE OFFER TO DEDICATE A PORTION OF THE PROPERTY FOR FUTURE STREET OR HIGHWAY PURPOSES, RECORDED DECEMBER 29, 2006 AS INSTRUMENT NO. 06-2903331 OF OFFICIAL RECORDS. PLOTTED HEREON.

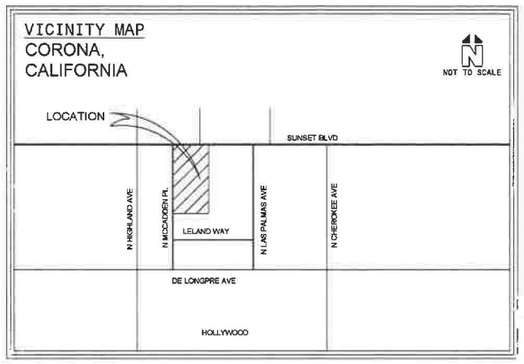
LEGAL DESCRIPTION

LOTS 13, 14, 15, 16, 17 AND THE WEST 7.00 FEET OF THAT PORTION OF LOT 23 LYING NORTH OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT 16 OF BOYLE PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5547-022-022; 5547-022-023; 5547-022-024

SIGN INFORMATION

(K) CMUTCD SIGN R5-1 – "DO NOT ENTER"



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	6726–6734 SUNSET BOULEVARD, LOS ANGELES, CA 90028
APN:	5547-022-022; 5547-022-023; 5547-022-024
ZONING DISTRICT:	C4-2D-SN
ADJACENT ZONING DISTRICTS:	NW: P – PARK S: C2 – RESTRICTED COMMERCIAL E: M4 – INDUSTRIAL PARK
LAND USE:	REGIONAL CENTER COMMERCIAL
ADJACENT LAND USE:	NW: PARKS S: COMMERCIAL E: COMMERCIAL W: COMMERIAL
GENERAL PLAN DISTRICT:	REGIONAL CENTER COMMERCIAL
SPECIFIC PLAN:	NONE
FLOOD ZONE:	ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	41,222 S.F.	(0.94 AC)	
TOTAL PAD AREA:	3,172 S.F.	(0.07 AC)	
TOTAL LOT AREA:	41,222 S.F.	(0.94 AC)	
F.A.R.:	0.08 AC		
LOT COVERAGE			
TOTAL SITE AREA:	41,222 S.F.	(0.94 AC)	100%
BUILDING AREA:	3,172 S.F.	(0.07 AC)	7.8%
IMPERVIOUS AREA:	31,249 S.F.	(0.72 AC)	76.5%
LANDSCAPE AREA:	6,801 S.F.	(0.15 AC)	15.9%

PARKING/LANDSCAPE BUFFER

FRONT:	0.0'
REAR:	0.0'
SIDE (N):	0.0'
SIDE (S):	0.0'

PARKING SUMMARY:

RAISING CANE'S: 3,172 S.F. (1 STALL/500 S.F.) = 7 STALLS REQUIRED PER CITY CODE

- ADA PARKING FOR 1–25 PARKING STALLS = 1 ADA PARKING STALLS REQUIRED, PER 2019 CBC.
- FUTURE EV FOR 1–9 PARKING STALLS = 0 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2016 CALIFORNIA GREEN BUILDING STANDARDS) = 0

TOTAL NUMBER OF PARKING SPACES PROVIDED = 44

PARKING TABLE:	RAISING CANE'S REQUIRED	PROVIDED	
STANDARD	6	41	
COMPACT (C)	–	–	
MOTORCYCLE	–	–	
DESIGNATED	0	1	
EV CHARGING	0	1	(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL)
ACCESSIBLE	1	2	(REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)
TOTAL:	7	44	

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

811 Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
	01/07/20	INITIAL SUBMITTAL

DRAWN BY: DVS
CHECKED BY: HS
RECOMMENDED: JP

ENGINEERS SEAL — REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714)-939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JOHN POLLOCK, R.C.E. NO. 86160 EXP. 12/31/2022

CITY OF LOS ANGELES
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE

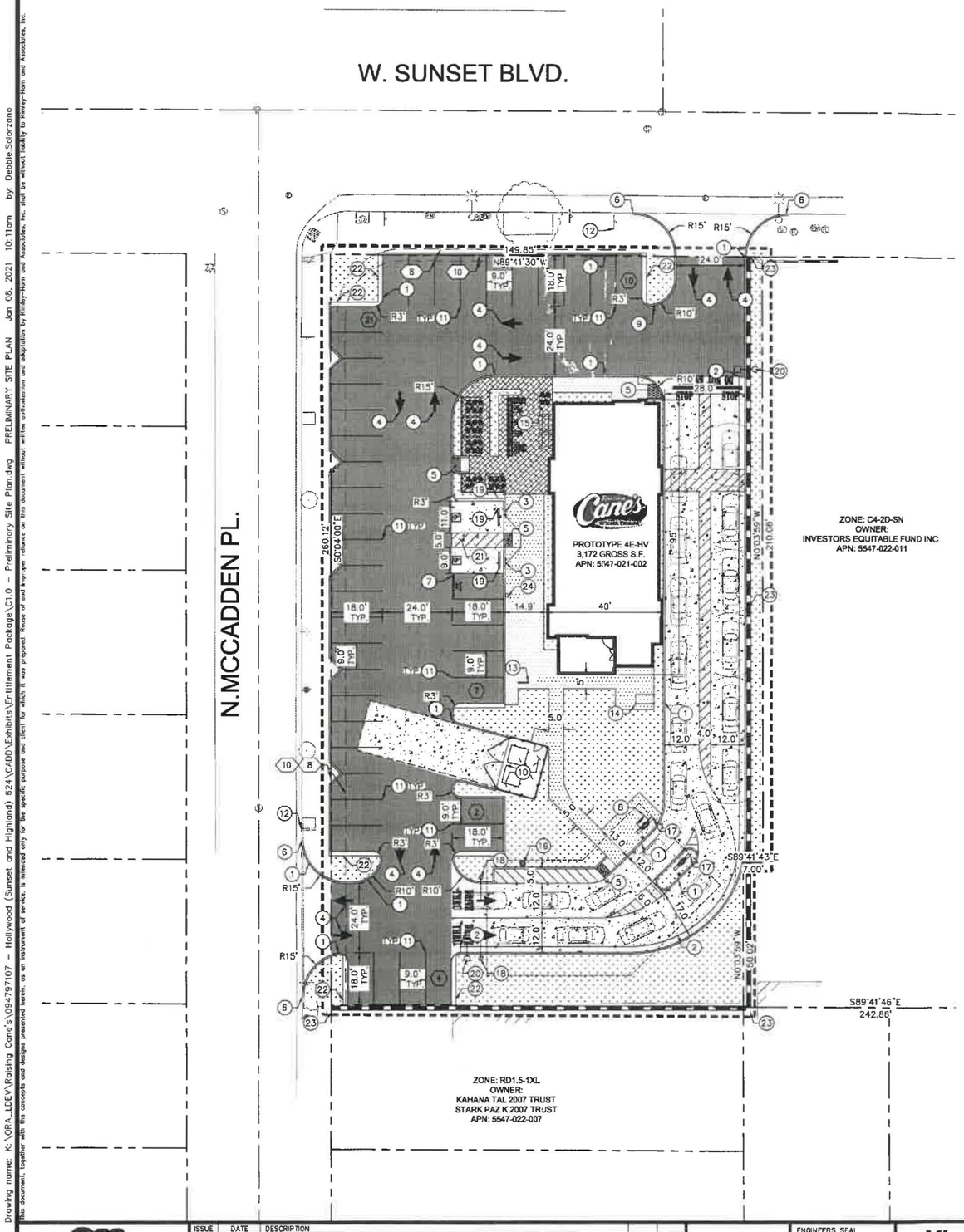
Raising Cane's Chicken Fingers
6726 SUNSET BOULEVARD
LOS ANGELES, CA

CITY OF LOS ANGELES

PRELIMINARY SITE PLAN

C1.0

Drawing name: K:\ORA_LDEV\Raising Cane's\094797107 – Hollywood (Sunset and Highland) 624\CADD\Exhibits\Entitlement Package\C1.0 – Preliminary Site Plan.dwg PRELIMINARY SITE PLAN Jan 08, 2021 10:11am by Debbie.Salorzano
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- CMU WALL
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- (X) NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB
2. CONCRETE CURB AND GUTTER
3. ACCESSIBLE PARKING STALL SIGN
4. DIRECTIONAL MARKING PER PLAN
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
7. "CLEAN AIR/VAN POOL/EVCS" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
8. PROPOSED HANDWASH
9. PROPOSED ROLLOVER CURB
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
11. STANDARD 90° PARKING STALL STRIPING.
12. EXISTING SIGN TO REMAIN
13. SHORT TERM BIKE RACK
14. LONG TERM BIKE RACK
15. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
16. PREVIEW BOARD
17. ORDER BOARD
18. HEADACHE BAR
19. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS
20. SITE LIGHTING
21. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
22. 18" WALK-OFF CURB
23. CMU BLOCK WALL CONSTRUCTED OF DECORATIVE MASONRY TO MATCH EXISTING WALLS ONSITE.
24. FUTURE E/V CHARGING STATION

TITLE REPORT EXCEPTIONS

(3) MATTERS CONTAINED IN A DOCUMENT RECORDED APRIL 7, 1980 AS INSTRUMENT NO. 80-339962 OF OFFICIAL RECORDS. BLANKET IN NATURE.

(8) MATTERS CONTAINED IN A DOCUMENT RECORDED DECEMBER 20, 2006 AS INSTRUMENT NO. 06-2837145 OF OFFICIAL RECORDS. (SEE SHEET 2).

(10) IRREVOCABLE OFFER TO DEDICATE A PORTION OF THE PROPERTY FOR FUTURE STREET OR HIGHWAY PURPOSES, RECORDED DECEMBER 29, 2006 AS INSTRUMENT NO. 06-2903331 OF OFFICIAL RECORDS. PLOTTED HEREON.

LEGAL DESCRIPTION

LOTS 13, 14, 15, 16, 17 AND THE WEST 7.00 FEET OF THAT PORTION OF LOT 23 LYING NORTH OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT 16 OF BOYLE PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 45 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

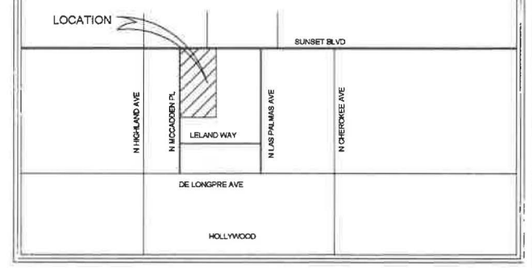
APN: 5547-022-022; 5547-022-023; 5547-022-024

SIGN INFORMATION

(K) CMUTCD SIGN R5-1 - "DO NOT ENTER"

VICINITY MAP
CORONA, CALIFORNIA

NOT TO SCALE



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	6726-6734 SUNSET BOULEVARD, LOS ANGELES, CA 90028
APN:	5547-022-022; 5547-022-023; 5547-022-024
ZONING DISTRICT:	C4-2D-SN
ADJACENT ZONING DISTRICTS:	NW: P - PARK S: C2 - RESTRICTED COMMERCIAL E: M4 - INDUSTRIAL PARK
LAND USE:	REGIONAL CENTER COMMERCIAL
ADJACENT LAND USE:	NW: PARKS S: COMMERCIAL E: COMMERCIAL W: COMMERIAL
GENERAL PLAN DISTRICT:	REGIONAL CENTER COMMERCIAL
SPECIFIC PLAN:	NONE
FLOOD ZONE:	ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA:	41,222 S.F.	(0.94 AC)	
TOTAL PAD AREA:	3,172 S.F.	(0.07 AC)	
TOTAL LOT AREA:	41,222 S.F.	(0.94 AC)	
F.A.R.:	0.08 AC		
LOT COVERAGE			
TOTAL SITE AREA:	41,222 S.F.	(0.94 AC)	100%
BUILDING AREA:	3,172 S.F.	(0.07 AC)	7.6%
IMPERVIOUS AREA:	31,249 S.F.	(0.72 AC)	76.5%
LANDSCAPE AREA:	6,801 S.F.	(0.15 AC)	15.9%

PARKING/LANDSCAPE BUFFER
FRONT: 0.0'
REAR: 0.0'
SIDE (N): 0.0'
SIDE (S): 0.0'

PARKING SUMMARY:

RAISING CANE'S: 3,172 S.F. (1 STALL/500 S.F.) = 7 STALLS REQUIRED PER CITY CODE

- ADA PARKING FOR 1-25 PARKING STALLS = 1 ADA PARKING STALLS REQUIRED, PER 2019 CBC.
- FUTURE EV FOR 1-9 PARKING STALLS = 0 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2016 CALIFORNIA GREEN BUILDING STANDARDS) = 0

TOTAL NUMBER OF PARKING SPACES PROVIDED = 44

PARKING TABLE:	RAISING CANE'S REQUIRED	PROVIDED	
STANDARD	6	41	
COMPACT (C)	-	-	
MOTORCYCLE	-	-	
DESIGNATED	0	1	
EV CHARGING	0	1	(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL) (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)
ACCESSIBLE	1	2	
TOTAL:	7	44	

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

811 Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
	01/07/20	INITIAL SUBMITTAL

DRAWN BY: DVS
CHECKED BY: HS
RECOMMENDED: JP

ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER JOHN K. POLLOCK No. 86160 Civil STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714)-939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 DATE: EXP. 12/31/2022

CITY OF LOS ANGELES
APPROVED BY:
CITY ENGINEER RCE # EXP DATE

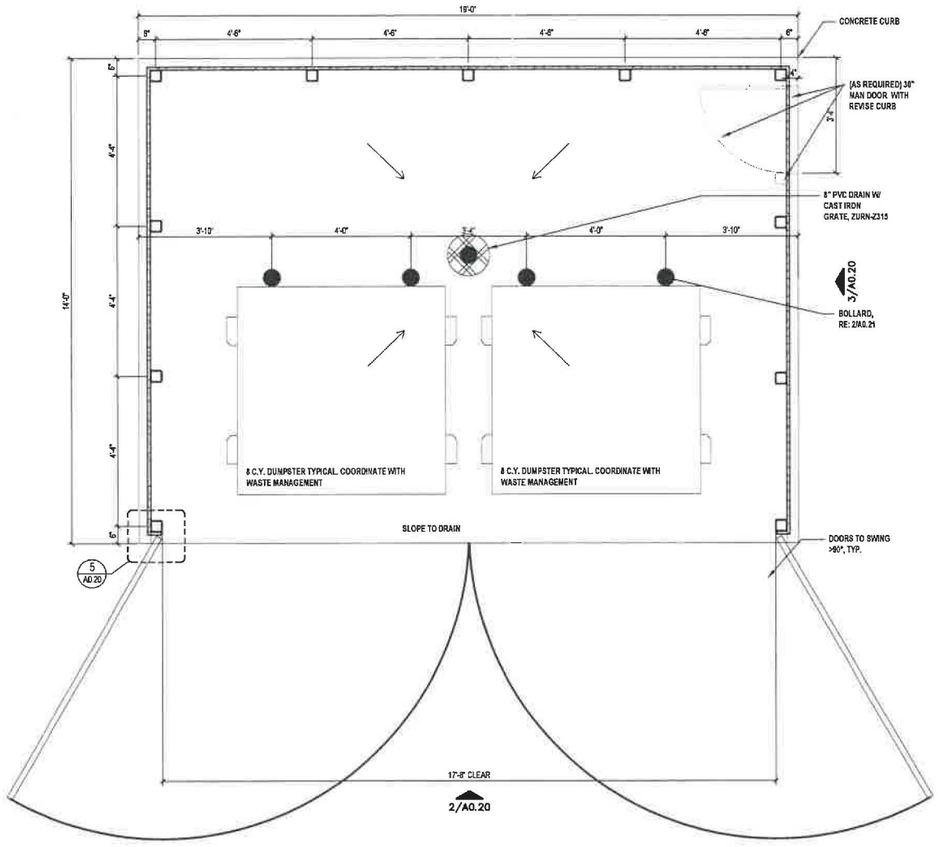
Raising Cane's
6726 SUNSET BOULEVARD
LOS ANGELES, CA

CITY OF LOS ANGELES

PRELIMINARY SITE PLAN

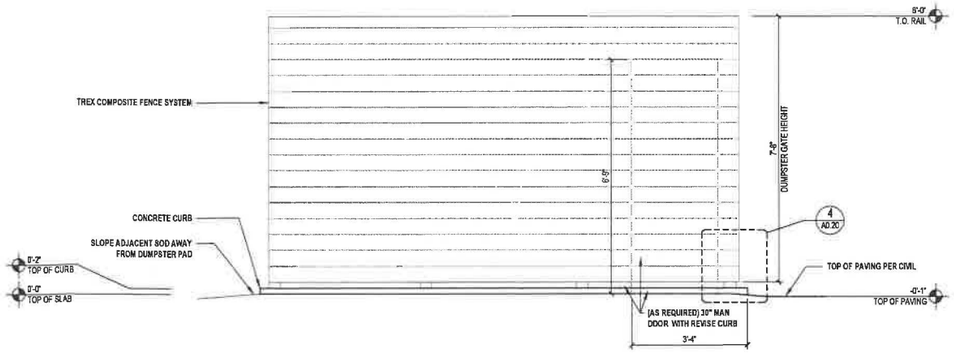
C1.0

Drawing name: K:\ORA_LDEV\Raising Cane's\094797107 - Hollywood (Sunset and Highland) 624\CA00\Exhibits\Entitlement Package\C1.0 - Preliminary Site Plan.dwg PRELIMINARY SITE PLAN Jan 08, 2021 10:11am by Debbie Solorzano
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

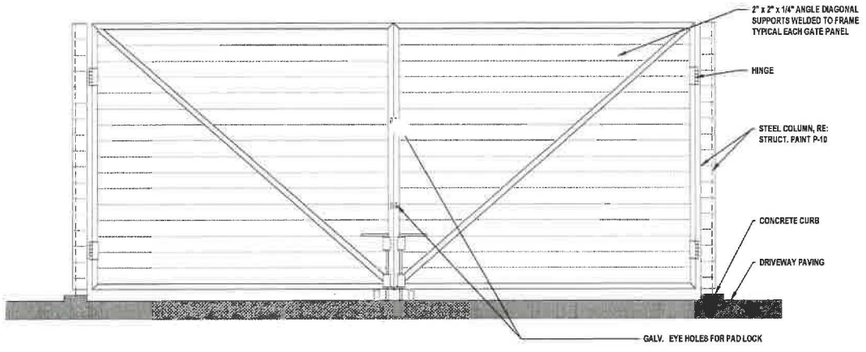


1 | STANDARD DUMPSTER PLAN
1/2"= 1'-0"

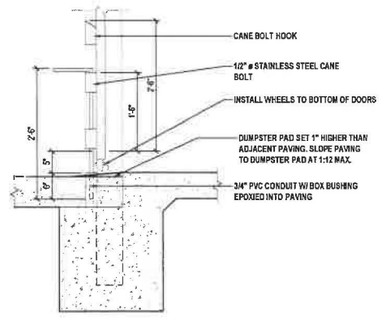
50' CLEARANCE MIN IN FRONT FOR TRUCK ACCESS



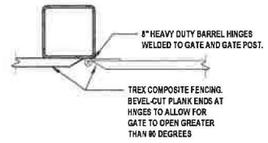
3 | DUMPSTER ELEVATION
1/2"= 1'-0"



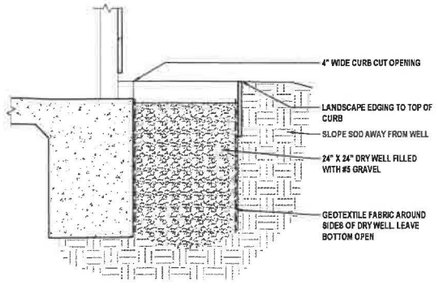
2 | DUMPSTER ENCLOSURE
1/2"= 1'-0"



4 | DUMPSTER GATE THRESHOLD DETAIL
3/4"= 1'-0"



5 | DUMPSTER GATE DETAIL
1 1/2"= 1'-0"



7 | DRY WALL DRAIN DETAIL
3/4"= 1'-0"

Raising Cane's CHICKEN FINGERS

Developer's Project Group
(DBA) Raising Cane's Restaurants, LP
Three Park Place, Suite 400
Annapolis, Maryland 21401

Store: **Raising Cane's Sunset & McCadden Hollywood, CA Restaurant #C0624 ERD P4E-HV**

Professional of Record NAME

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
JLIEDERMAN@PMDGINC.COM

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR 30, 2021
RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	P4E-HV
Prototype Issue Date:	7.14.2020
Design Bulletin Updates:	
Date Issued:	Bulletin Number:
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Planning Submittal

REVISIONS:

1	01-04-21	Planning Submittal
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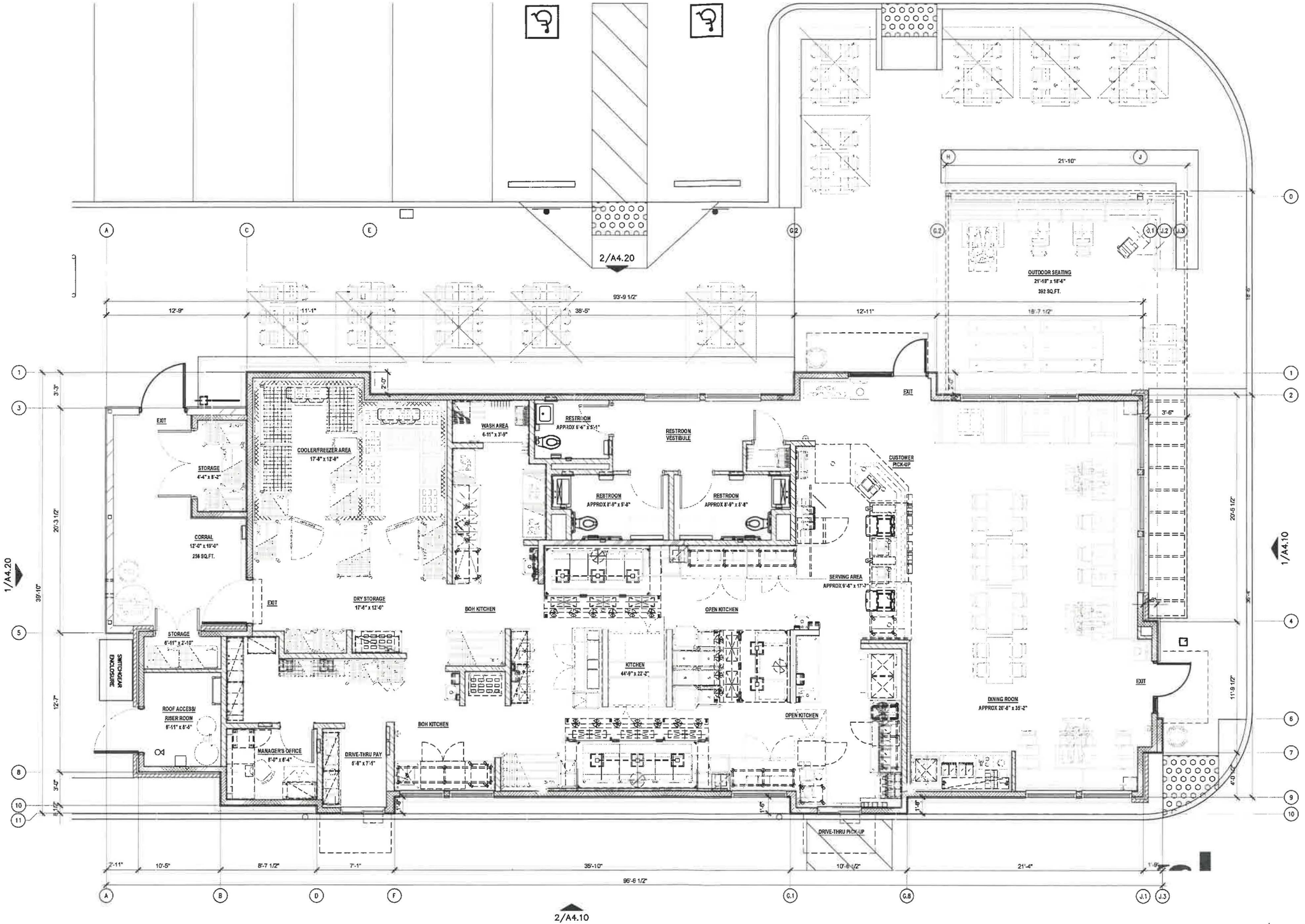
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DUMPSTER DETAILS

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	LL

Sheet Number:

A0.20



1 FLOOR PLAN
1/4"= 1'-0"
3,172 SQ.FT.

PLAN NORTH

Raising Cane's Chicken Fingers
Restaurant Support Office
5800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
Raising Cane's
Sunset & McCadden
Hollywood, CA
Restaurant #CO624
ERD P4E-HV

Professional of Record: NAME
PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614
CONTACT: JEFF LIEDERMAN
(949) 430-7051
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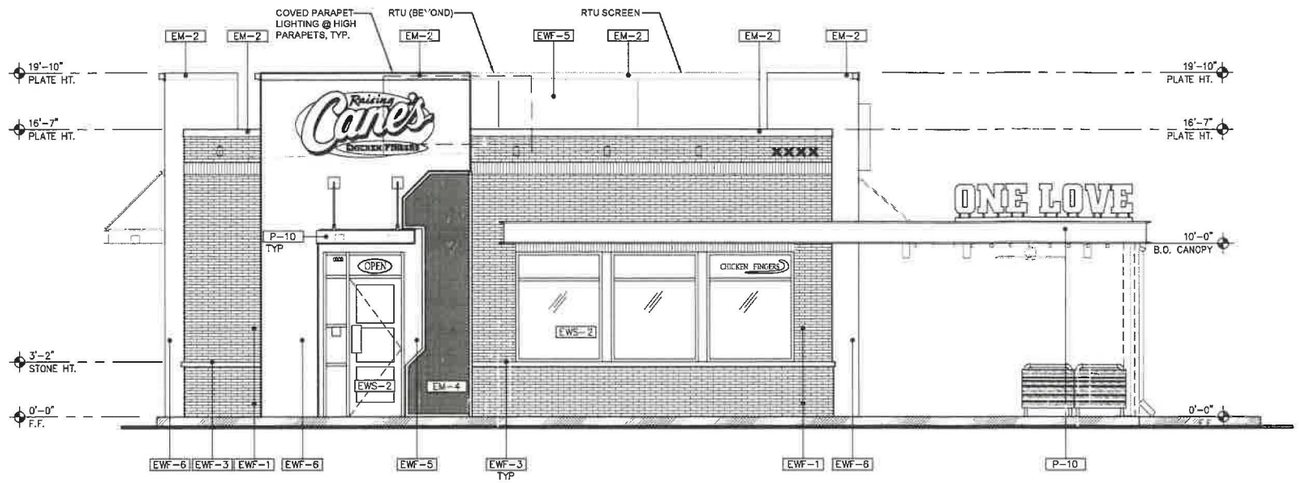
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FLOOR PLAN

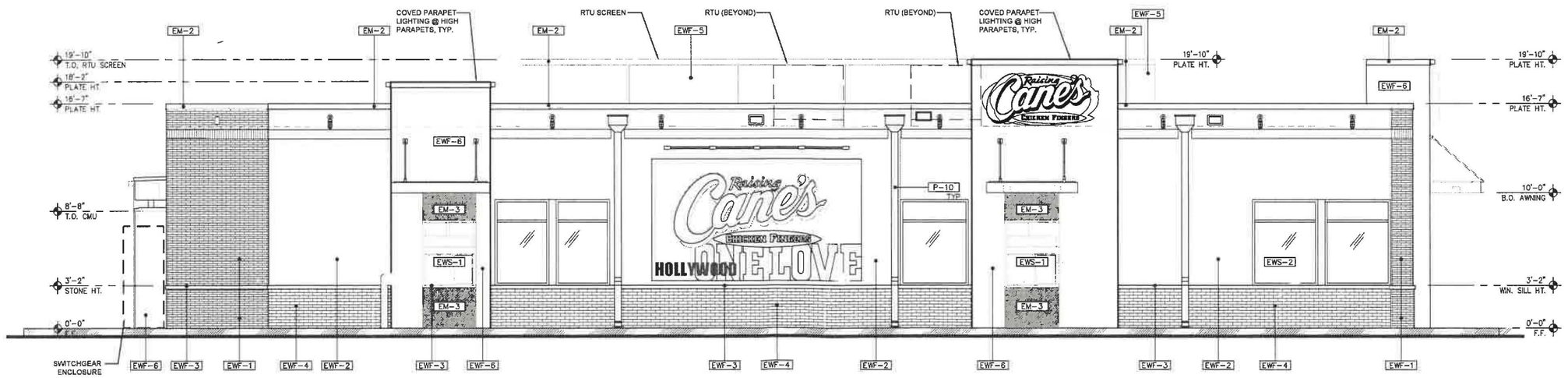
Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	L.L.

Sheet Number:

A1.10



1 | FRONT - NORTH ELEVATION
1/4"= 1'-0"



2 | DRIVE-THRU - EAST ELEVATION
1/4"= 1'-0"

SCHEDULE OF EXTERIOR FINISHES

KEY	USE	DESCRIPTION
EXTERIOR METALS		
EM-1	METAL ROOF STANDING SEAM 1IN	BERRIDGE TEE-LOCK PANEL W/ KYNAR FINISH (24 GA.) COLOR: BLACK
EM-2	METAL BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: BLACK
EM-3	RAW STEEL	HOT ROLLED STEEL W/ CARBON GRADE FINISH- W/ CLEAR MATTE POWDER COAT FINISH
EM-4	EXTERIOR METAL (NO. 1 TOWER)	RECLAIMED CARHOOD INSTALLED OVER STUCCO WALL COLOR: RED "VINTAGE"
EXTERIOR WALL FINISHES		
EWF-1	MASONRY NORMAN BRICK MFR: BELDEN MODEL: NORMAN BRICK STANDARD	COLOR MEDIUM RANGE IRON SPOT, FINISH: SMOOTH - MORTAR: SOLOMON COLORS, INC. 10H, MORTAR JOINT PROFILE: HORIZONTAL- WEATHER STRUCK, VERTICAL- FLUSH. 1/2 RUNNING BOND, REFER TO DETAIL
EWF-2	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "SW7669 SUMMIT GRAY", SAND PEBBLE FINISH
EWF-3	CAST STONE WAINSCOT SILL	MARCSTONE 6443- ARCHITECT'S GREY; ALTERNATE: UNITED COMMERCIAL CAST STONE L1 CUSTOM FOR PROJECT
EWF-4	MASONRY:ALAMO BRICK MFR: BORAL MODEL: MODULAR	COLOR:ALAMO, FINISH: SACK RUB- MORTAR: SOLOMON COLORS, INC. 10H, MORTAR JOINT PROFILE:SACK RUB
EWF-5	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "MOUNTAIN FOG" #382, SAND PEBBLE FINISH
EWF-6	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: "OYSTER SHELL" #456, SAND PEBBLE FINISH
EXTERIOR WINDOW SYSTEM		
EWS-1	DRIVE THRU WINDOW (READY ACCESS)	MODEL 275 (M.O.RE.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT.
EWS-2	STOREFRONT, (KAWNEER)	TRIFAB 451 II, BLACK ANODIZED ALUMINUM STOREFRONT, 2" SIGHT LINE
PAINT COLOR		
P-10	PATIO STEEL	BENJAMIN MOORE BLACK LOW LUSTRE (2 COATS REQUIRED)

**SIGNAGE IS UNDER A SEPARATE PERMIT

Raising Cane's CHICKEN FINGERS
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

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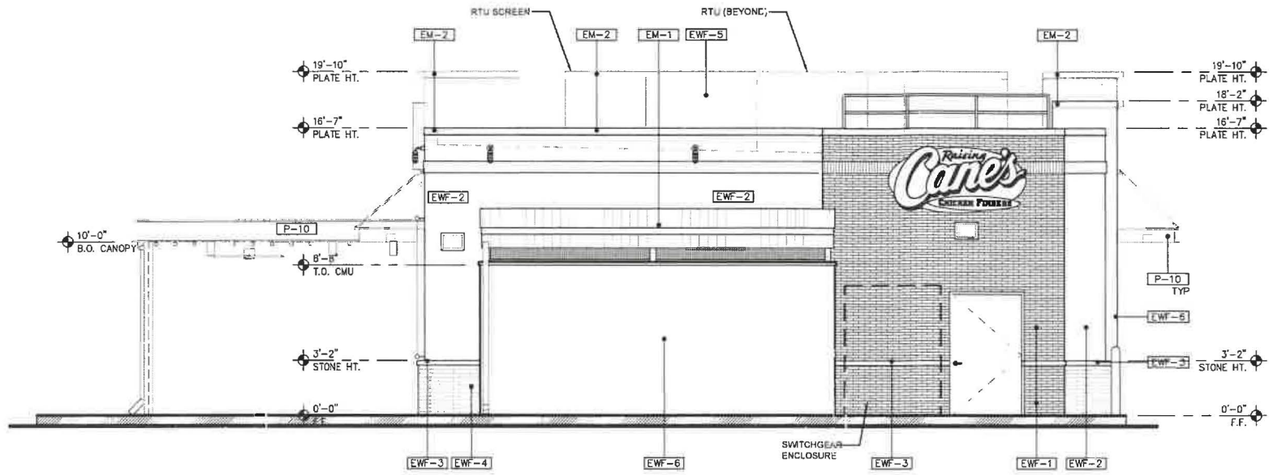
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EXTERIOR ELEVATIONS

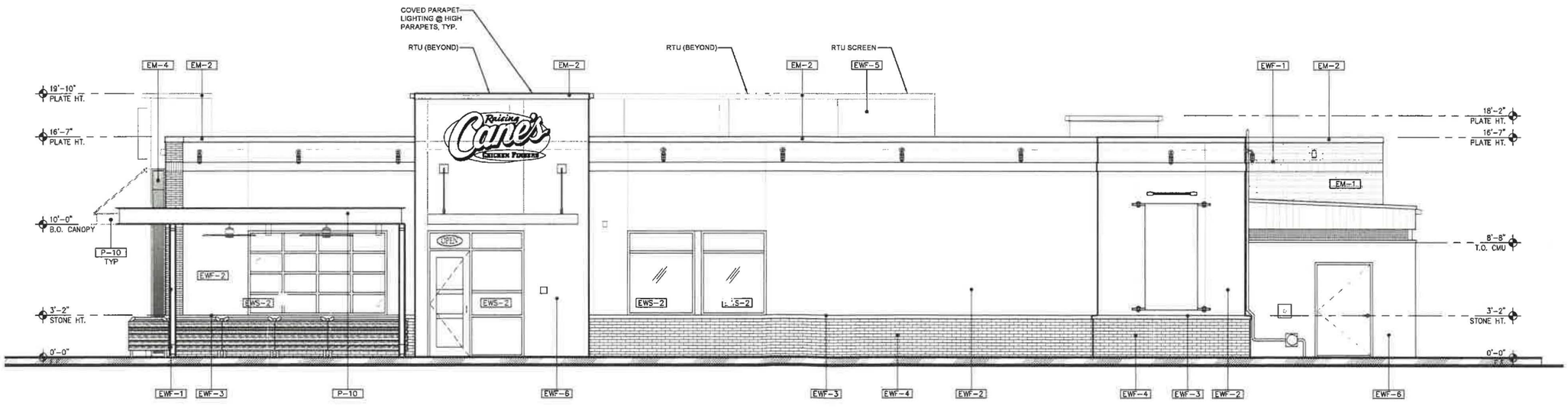
Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	L.L.

Sheet Number:

A4.10



1 REAR - SOUTH ELEVATION
1/4"= 1'-0"



2 SIDE ENTRY - WEST ELEVATION
1/4"= 1'-0"

SCHEDULE OF EXTERIOR FINISHES

KEY	USE	DESCRIPTION
EXTERIOR METALS		
EM-1	METAL ROOF STANDING SEAM 1IN	BERRIDGE TEE-LOCK PANEL W/ KYNAR FINISH (24 GA.) COLOR: BLACK
EM-2	METAL BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: BLACK
EM-3	RAW STEEL	HOT ROLLED STEEL W/ CARBON GRADE FINISH- W/ CLEAR MATTE POWDER COAT FINISH
EM-4	EXTERIOR METAL (NO. 1 TOWER)	RECLAIMED CARHOOD INSTALLED OVER STUCCO WALL. COLOR: RED "VINTAGE"
EXTERIOR WALL FINISHES		
EWF-1	MASONRY NORMAN BRICK MFR: BELDEN MODEL: NORMAN BRICK STANDARD	COLOR MEDIUM RANGE IRON SPOT, FINISH: SMOOTH - MORTAR: SOLOMON COLORS, INC. 10H, MORTAR JOINT PROFILE: HORIZONTAL- WEATHER STRUCK, VERTICAL- FLUSH. 1/2 RUNNING BOND, REFER TO DETAIL
EWF-2	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "SW7669 SUMMIT GRAY", SAND PEBBLE FINISH
EWF-3	CAST STONE WAINSCOT SILL	MARCSTONE 6443- ARCHITECT'S GREY; ALTERNATE: UNITED COMMERCIAL CAST STONE L1 CUSTOM FOR PROJECT
EWF-4	MASONRY:ALAMO BRICK MFR: BORAL MODEL: MODULAR	COLOR:ALAMO, FINISH: SACK RUB- MORTAR: SOLOMON COLORS, INC. 10H, MORTAR JOINT PROFILE:SACK RUB
EWF-5	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "MOUNTAIN FOG" #382, SAND PEBBLE FINISH
EWF-6	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: "OYSTER SHELL" #456, SAND PEBBLE FINISH
EXTERIOR WINDOW SYSTEM		
EWS-1	DRIVE THRU WINDOW (READY ACCESS)	MODEL 275 (M.O.RE.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT.
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Raising Cane's CHICKEN FINGERS
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Professional of Record: NAME

PM DESIGN
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1	01-04-21	Planning Submittal
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Sheet Title:

EXTERIOR ELEVATIONS

Date:	11.30.2020
Project Number:	RAC20032.0
Drawn By:	LL

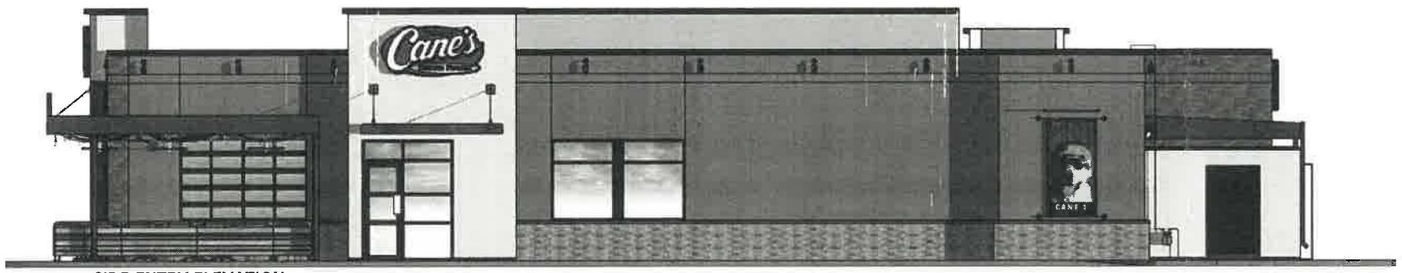
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C0624 Hollywood Sunset P4E HV Side Patio Elevations

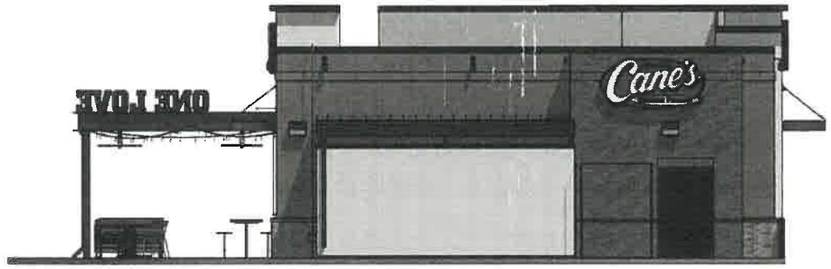






SIDE ENTRY ELEVATION

SCALE: 1" = 12'-0"



REAR ELEVATION

SCALE: 1" = 12'-0"

MATERIAL FINISHES

EM-3



HOT ROLLED STEEL W/ CARBON GRADE FINISH - W/ CLEAR, MATTE POWDER COAT FINISH

EM-4



RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF THE "1" ELEMENT ONLY

EWF-1



BELDEN NORMAN BRICK MASONRY MEDIUM RANGE, SMOOTH, IRON SPOT. MORTAR TO MATCH SOLOMON PRODUCTS 10 H, WEATHERED HORIZONTAL STRIKE. VERTICAL JOINTS ARE FLUSH

EWF-2



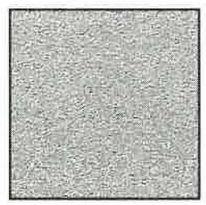
"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

EWF-4



BORAL: "ALAMO" MODULAR BRICK, MORTER TO MATCH SOLOMON PRODUCTS 10 H, LIGHT BUFF SACK RUB FINISH.

EWF-5



"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

EWF-6



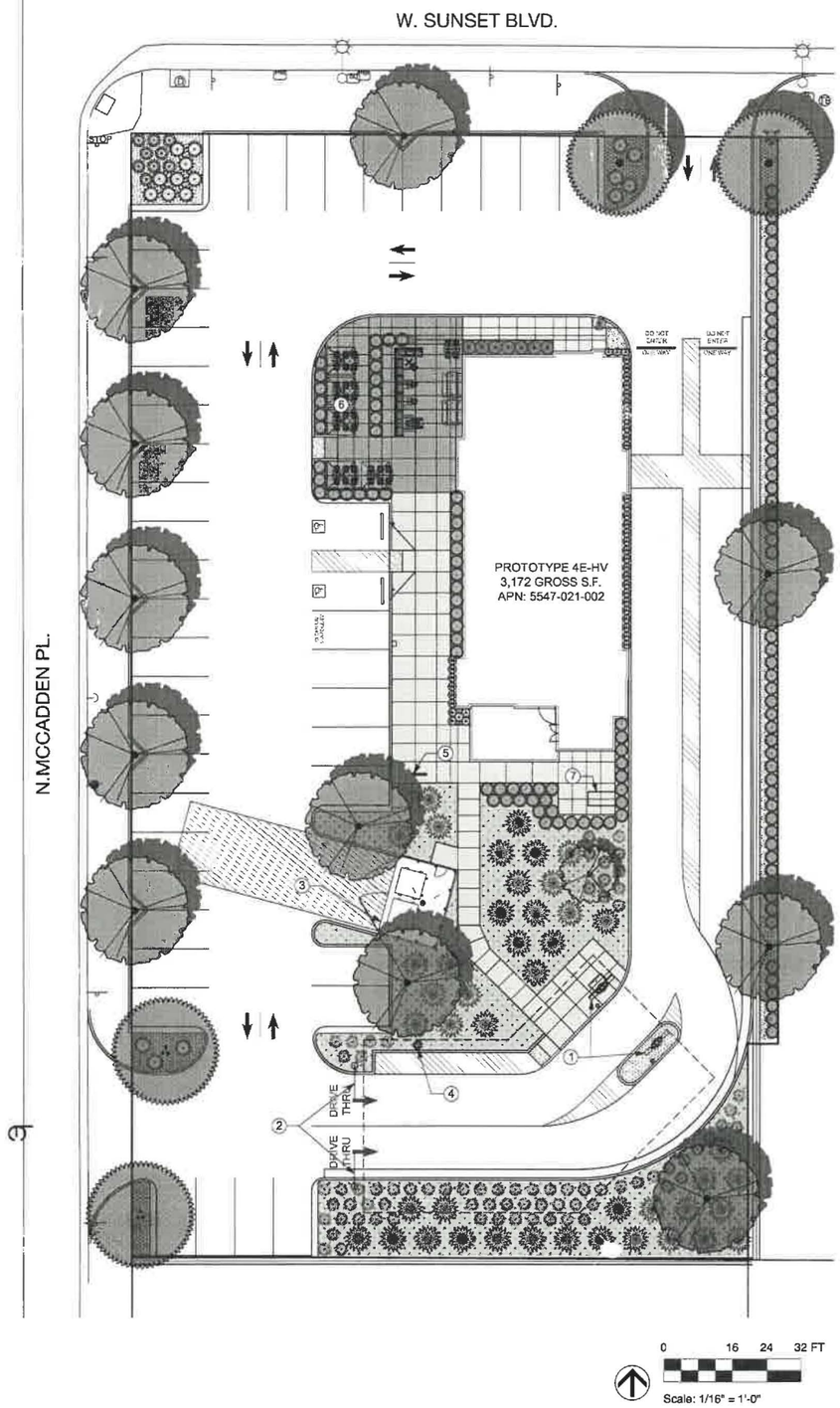
"456 OYSTER SHELL" CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

11/02/2020



Proposed Notes

1. (P) order board per architect
2. (P) headache bar per architect
3. (P) garbage enclosure per architect
4. (P) pre order board per architect
5. (P) bike rack per architect
6. (P) patio furniture per architect
7. (P) long term bike parking per architect

Preliminary Plant List

	Cercis occidentalis	Western Redbud
	Lagerstroemia indica	Crape Myrtle
	Arbutus 'Marina'	Marina Strawberry Tre
	Cercidium 'Desert Museum'	Palo Verde
	Jacaranda mimosifolia	Jacaranda
	Gleditsia triacanthos	Golden Honey Locust
	Koelreuteria bipinnata	Chinese Flame Tree
	Quercus suber	Cork Oak
	Agave 'Blue Glow'	Blue Glow Agave
	Agave vilmoriniana 'Stained Glass'	Variegated Octopus Agave
	Furcraea foetida 'Metiopictia'	Variegated Green Aloe
	Hesperaloe parviflora	Red Yucca
	Rhaphiolepis umbellata 'Minor'	Dwarf Yeddo Hawthorn
	Grevillea lanigera 'Coastal Gem'	Prostrate Grevillea
	Lomandra longifolia 'Platinum Beauty'	Variegated Dwarf Mat Rush
	Muhlenbergia capillaris	Pink Muhly
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily
	Achillea 'Paprika'	Yarrow
	Lantana camara 'Sunburst'	Sunburst Lantana

Materials Legend

Material	Size	Area
'Golden Fawn' crushed gravel	1"-2" DIA	6,801 SF
Direct Colors® Kahlua integral colored concrete W/ double bladed saw cut joints. Finish: TOPCAST ® #05	N/A	1,155 SF
Natural colored concrete W/ double bladed saw cut joints. Finish: TOPCAST ® #03	N/A	2,092 SF

***Integral Colored Concrete Supplier: Direct Colors https://www.directcolors.com/**

Tree Requirement Calculations

1. One (1) tree for every four (4) parking spaces.

Trees Required: 11
Trees Proposed: 11

Project No. **20-68**

KIESEL · DESIGN

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RC#624
Raising Cane's Hollywood

6726 W Sunset Blvd
Hollywood, CA 90028

Submittals:

#	DATE	NAME
	01.08.21	Planning Submittal

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Renewal 12.31.22
01.08.21
STATE OF CALIFORNIA

Type: Planning Submittal

Initial Setup Date:
January 8, 2021

Drawn By:

#	NAME	DATE
	T. Slininger	01/2021

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Title:

Preliminary Landscape Plan

Sheet Number:

L0.1

RADIUS MAP

COMPLIANT SUBMISSIONS RECEIVED AND DISTRIBUTED PREVIOUS MEETING OF DECEMBER 13, 2022

RE: Appeal Response for Raising Cane's
6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place, Los Angeles CA 90028
Department of City Planning Case Nos. ZA-2021-4710-CU-ZV-SPR, ENV-2021-4711-MND
Zoning Administrator's Letter of Determination dated September 30, 2022

Members of the Central Area Planning Commission:

On behalf of Raising Cane's, the applicant for the above-referenced development involving the proposed demolition of a one-story, commercial structure and the construction of a one-story, Raising Cane's drive-through fast food restaurant (the "Project") located at 6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place (the "Site") in the City of Los Angeles (the "City"), we write this Appeal Response in order to address the issues raised in the Appeal Application and Justification dated October 14, 2022 (the "Appeal Letter").

We are pleased to take this opportunity to inform the Central Area Planning Commission (the "APC") about the Project and our intent in writing this comprehensive response is to address the issues raised in the Appeal Letter.

On September 21, 2022, Christina Toy Lee, Associate Zoning Administrator presided over a public hearing regarding the Project. Following such hearing, on September 30, 2022, the Zoning Administrator issued its Letter of Determination approving the Project's entitlements upon additional terms and conditions specifically designed to ensure a well-designed Project that would be compatible with the surrounding vicinity and would provide a valuable commercial service at the Site, which is underutilized and presently vacant.

In part, the Zoning Administrator's Letter of Determination noted the Project's extensive community outreach, which involved meeting with the Central Hollywood Neighborhood Council and such body's Planning and Land Use Management Committee, both of whom expressed their support for the Project. Pursuant to its review of the Project, the Zoning Administrator approved the Conditional Use Permit and Zone Variances and adopted the Mitigated Negative Declaration in furtherance of the Project.

Thereafter, on October 14, 2022, Madeline Brozen, on behalf of five other "Hollywood renters and homeowners," (collectively, the "Appellant") submitted the Appeal Letter. The Appeal Letter seeks to overturn the Zoning Administrator's approval of the Project's entitlements and the Zoning Administrator's adoption of the Project's Mitigated Negative Declaration. The Appeal Letter raises four topics of concern: (I) Transportation and Circulation; (II) Site Design; (III) Safety and Public Welfare; and (IV) Consistency with Local Policy Plans. The concerns raised regarding each of these topics are analyzed and rebutted in greater detail below.

For the appeal of the Project's entitlements, the applicable standard of review for the APC is whether the Zoning Administrator erred or abused his or her discretion. (LAMC Section 12.24-I; LAMC Section 12.27-L.) If the APC does not find that the Zoning Administrator erred or abused his or her discretion, the APC shall reject the appeal.

As substantiated in the below analysis, the Appeal Letter has failed to show that the Zoning Administrator erred or abused its discretion in approving the Project. Further, for purposes of the CEQA appeal, the Appeal Letter and the record neither constitute nor contain substantial evidence supporting a fair argument that the Project would have a significant effect on the environment. (Wollmer v. City of Berkeley (2009) 179 Cal.App.4th 933, 939.). Here, the Project approvals, findings, recommendations and the Project conditions of Approval are fully supported and well documented. There is no evidence that the Zoning Administrator committed error or otherwise abused its discretion in approving the Project's Conditional Uses Permit and Variances. Further, there is no substantial evidence supporting a fair argument that the Project would have a significant effect on the environment.

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The Appellant states that the Project would not provide a unique service to the community, is not a desirable use, and would risk pedestrian safety. The following response is provided to the Appellant's concerns.

The property is generally bordered by Sunset Boulevard to the north, Hollywood Center Motel to the east, a single-family residence (1428 McCadden Place) and Artiste Apartments (6731 Leland Way) to the south, and McCadden Place to the west. West of McCadden Place, there is a Chick-Fil-A fast food restaurant with drive-through, 3-story commercial office building, gated surface parking lot, Highland Avenue. The Project is a new and unique restaurant operator and would provide additional dining options to the surrounding neighborhood and larger Hollywood community. Raising Cane's offers a unique menu consisting of chicken fingers, coleslaw, and Texas toast. The Project would improve the existing site conditions with a new restaurant with a contemporary and modern architectural theme, new landscaping, and outdoor dining opportunities for patrons.

Raising Cane's is an active community member through their ACI initiative (Active Community Involvement). Raising Cane's ACI has six focus areas including education, feeding the hungry, active lifestyles, pet welfare, entrepreneurship, and everything else. These focus areas encapsulate the various ways Raising Cane's gives back to the community, including donation drives for a local organization, fundraisers, sponsorships, and food drives. Community involvement is part of the Raising Cane's identity, and is unique compared to other restaurant competitors.

Raising Cane's operates multiple locations throughout Southern California, and continues to differentiate itself from other fast-food competitors, including Chick-Fil-A. During the COVID-19 pandemic, Raising Cane's continued its drive-through operations, thereby meeting customers' needs while facilitating safe business practices. New practices and site design measures were developed to enhance drive-through efficiency and onsite queuing. Although indoor dining has returned, Raising Cane's still maintains and applies the lessons learned from the pandemic to new projects to enhance restaurant operations, including drive-through efficiency.

Raising Cane's has collaborated diligently with City staff over the course of two years to design a site layout that meets all applicable code requirements and safety measures. The Project site plan is depicted in **Attachment 1: Preliminary Site Plan.** Vehicular access to the Site would be provided from three driveways: two driveways (Driveway 1 and Driveway 2) on Sunset Boulevard and one on McCadden Place (Driveway 3). The two driveways on Sunset Boulevard would be 15 feet wide and only permit one-way access. Specifically, Driveway 1 would be a *right-in* access only, while Driveway 2 would be a *right-out* access for customers exiting the drive-through. Driveway 3 would be 24 feet wide and facilitate both ingress and egress to the Site.

The proposed drive-through lane would begin at the southern portion of the project site and wrap around the restaurant building in a counter-clockwise direction. Vehicles entering Driveway 3 would either park in the surface parking lot for walk-in dining or mobile pick-up orders, or enter the drive-through queue. A dual drive-through lane is proposed to allow for 23 vehicles to queue on site. Two order boards, adjacent to the drive-through lane, would be located approximately 40 feet south of the restaurant building. Vehicles would proceed toward the pick-up windows.

Customers in the drive-through lane closest to the restaurant would pick up orders at the second pick-up window. Restaurant employees would use a striped pedestrian walkway at the second pick-up window to walk across the drive-through lanes to serve customers (complete orders) in the second drive-through lane. During non-peak hours (9:00 AM-11:00 AM and 3:00 PM-5:00 PM), the secondary drive-through lane would be closed, and the dual drive-through lanes would merge into one lane as vehicles approach the restaurant pick-up window.

The proposed dual drive-through lane configuration is expected to accommodate approximately double the number of vehicles when compared to the neighboring Chick-Fil-A restaurant. During peak drive-through hours (11:00 AM-1:00 PM, 4:00 PM-6:00 PM), temporary traffic cones would be placed near the drive-through entrance to prevent patrons blocking the drive aisles and Driveway 3. Driveway 3 would be temporarily restricted to exit only during peak-hours. Temporary traffic signage would direct patrons to use Driveway 1 to enter the Site and for drive-through access. If the drive-through lanes reach capacity, patrons would queue along the drive aisle. To prevent conflicts with dine-in patrons leaving the parking lot and the queue, employees would be instructed to park in designated stalls likely to be impacted (temporarily blocked) by the queue. This would reduce vehicular movement conflicts with the queue.

The queue capacity in the parking lot is eight vehicles. In total, the Site can accommodate up to 31 vehicles in the queue. Employees wearing reflective vests would also help direct traffic on the Site to prevent spill over onto public streets, as conditioned in the Letter of Determination. Other employees would take orders from patrons in the queue using handheld tablets to further increase operation efficiencies and reduce wait-times at pick-up windows. The Project's traffic management is shown in **Attachment 2: Traffic Management Exhibit.**

As described above, the Project's site design, and proposed traffic management plan, would allow more vehicles to queue onsite and minimize impacts to surrounding roadways. Furthermore, it is important to recognize that Raising Cane's smaller and limited menu would further enhance operational efficiency at the drive-throughs. Due to the limited variation in the menu, kitchen crew and restaurant staff can prepare and anticipate patron's orders. This enhances Raising Cane's kitchen efficiency and enable's employee's ability to serve patrons in a timelier manner, both in the drive-through and dine-in operations.

The Project also orients the restaurant building to face Sunset Boulevard, with the outdoor patio seating fronting the public right-of-way on Sunset Boulevard to create an inviting atmosphere. The location of the outdoor seating area is also strategically placed to create an easy path of travel from the public right-of-way to the Site, as well as provide a buffer between the drive-through queue so that patrons are not in conflict with vehicular movements.

Raising Cane's believes the proposed site design takes advantage of the unique location and implementation of the proposed traffic management plan would reduce conflicts with the surrounding neighborhood. Accordingly, the Zoning Administrator properly determined that the Project, as conditioned, would enhance the built environment in the surrounding neighborhood and will provide a beneficial service to the community and region.

2. **The project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The Appellant have suggested that the transportation analysis in the City's Initial Study/Mitigated Negative Declaration (IS/MND) did not adequately address impacts related to vehicles miles traveled (VMT), and asserted that the Project will cause localized congestion and adversely affect pedestrian movement, use of transit and increase littering in the community. The IS/MND and related technical studies prepared for the Project, in addition to Conditions of Approvals outlined in the Letter of Determination, do not support these unsubstantiated statements.

In 2019, the California Environmental Quality Act (CEQA) Statues and Guidelines were updated, changing how transportation and circulation impacts were analyzed under CEQA. Automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Instead, VMT is the primary metric for evaluating a project's impacts on the environment and transportation system.

The Governor's Office of Planning and Research (OPR) VMT Technical Advisory provides guidance and technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. As defined by OPR, "VMT measures how much actual auto travel (additional miles driven) a

proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact."

The Technical Advisory identifies several criteria in which certain development projects are presumed to have a less than significant impact to VMT. Projects of a certain size, location, transit availability, and provision of affordable housing are presumed to have a less than significant impact to VMT. The Technical Advisory states that "adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT". Local-serving retail, defined as retail developments under 50,000 sf, are presumed to result in a less than significant impact to VMT.

The City adopted their own VMT screening criteria as part of the Transportation Assessment Guidelines in July 2020. The guidelines require the City's Department of Transportation to prepare an initial assessment of a proposed project to determine if a transportation assessment is required. A transportation assessment would analyze impacts or deficiencies to the circulation system generated by a proposed project, as well as the identify feasible measures or corrective conditions to offset any impacts or deficiencies identified through a transportation assessment. If a proposed project meets the VMT screening criteria, a "no impact" determination can be made.

The City's Department of Transportation prepared a transportation initial assessment for the proposed Project. The assessment calculates a project's daily trips and vehicles miles traveled (VMT) using the City's Calculator tool. With regards to trip generation, the assessment found that the Project would result in a net decrease of 454 daily vehicle trips compared to the then-existing Rite-Aid store located at the Site. Since the Project would result in a net decrease in trips, VMT impacts were found to be less than significant. As noted in the City's IS/MND, the Project is consistent with CEQA Guidelines Section 15064.3(b) and impacts are considered less than significant.

As it applies to the air quality and greenhouse gas emissions analysis, Kimley-Horn looked at the traffic generation associated with the Project. Kimley-Horn used a more conservative traffic trip generation assumption (e.g., no trip credit for the Rite Aid store) which resulted in more traffic trips associated with the Project, and thereby more mobile emissions. This approach represents a conservative analysis to determine the Project's impacts to air quality and greenhouse gas emissions. Based on the City's adopted CEQA guidelines, and adopted thresholds by the South Coast Air Quality Management District, the Project would result in a less than significant impact to air quality and greenhouse gas emissions. The modeled Project emissions did not exceed adopted thresholds.

The IS/MND referenced a 2006 average daily trip data on Sunset Boulevard at Highland Avenue intersection from the City's Department of Transportation. Raising Cane's recognize that traffic volumes have increased since 2006, however regardless of the current average daily trip volumes on Sunset Boulevard, the Project would still result in a net decrease in daily traffic trips. Therefore, no increase in average daily traffic on Sunset Boulevard would occur.

It is important to note that trip generation is not the methodology to determine significant transportation impacts under CEQA. As discussed above, VMT is the primary metric for evaluating a project's impacts on the environment and transportation system. Based on the City's adopted VMT screening criteria and adopted CEQA threshold, the Project would result in a less than significant transportation impact. The City's transportation initial assessment determined that the Project would reduce in a net decrease of 454 daily trips, and the Project is presumed to have a less than significant impact concerning VMT.

The Project is proximate to existing public transit in the Hollywood community area. Metro provides public transit bus service to the project site, with the nearest bus stop at Sunset Boulevard and Highland Avenue, approximately 200 feet west of the Site. The transit stops are within walking distance to the Project, but are not immediately adjacent where potential vehicular conflicts could occur. Proximity to transit opportunities, which provides access for various segments of the population, would allow convenient access for future patrons and employees of the Project. Pedestrian facilities (i.e., sidewalks) on Sunset Boulevard and McCadden Place would remain with implementation of the Project. Further, bicycle racks for restaurant

patrons and bicycle lockers for employees would be provided on the Site, thereby encouraging non-vehicular modes of transportation to and from the Project.

As discussed above, the site design, in compliance with all applicable codes, includes various safety features that would reduce conflicts with the surrounding area. For example, pedestrian warning signs with flashing beacons are proposed at Driveway 2 (drive-through exit) to alert drivers exiting the drive through of potential pedestrians in the right of way. An accessible path of travel is proposed throughout the Site with curb ramps and truncated domes to provide a clear, designated path for patrons. As discussed above, during peak drive-through hours (11:00 AM-1:00 PM, 4:00 PM-6:00 PM), temporary traffic cones would be placed near the drive-through entrance to prevent patrons blocking the drive aisles and Driveway 3. Driveway 3 would be temporarily restricted to exit only during peak-hours. Temporary traffic signage would direct patrons to use Driveway 1 to enter the Site and for drive-through access. This would reduce vehicular conflicts with the adjacent Chick-Fil-A restaurant on McCadden Place. Driveway 3 is also proposed at the southwest corner of the Site, which is offset from the adjacent Chick-Fil-A driveway, to reduce conflicts from vehicle trips exiting the restaurants. Further, the Project would include a dual drive-through lane configuration which can accommodate more onsite stacking for queues during peak hours, and reduce vehicles queue in the public streets.

The Appellant raises concerns about solid waste and littering from the existing restaurants on Leland Avenue. The Project would include trash bins within the outdoor dining area and near the restaurant building for solid waste collection. A screened trash enclosure is also proposed, with a dedicated pedestrian path from the restaurant to reduce conflicts with employees and parking lot vehicular movement. Patrons utilizing the drive-through would exit the Project onto Sunset Boulevard. The Project was designed to minimize vehicular movements with pedestrians and direct drive-through traffic back to Sunset Boulevard. Patrons would unlikely circle back to the Project area to eat their food. As part of the conditions of approval in the Letter of Determination, Raising Cane's is responsible for maintain a debris/litter-free area on the Site, including areas adjacent such as sidewalks fronting the Project.

As determined by the Zoning Administrator, the Project would not be materially detrimental to the public welfare. The Project would continue to operate a commercial retail use at the Site, provides employment to the local community, invests resources to a neglected and underutilized property, and implements strategic site design measures to promote pedestrian safety and reduce vehicular conflicts. The Conditions of Approval imposed on the Project would also ensure that Raising Cane's addresses nuisances and facilitate responsible management. For example, all exterior portions of the Site shall be adequately illuminated and directed onsite to prevent light spillage on adjacent properties. The Project is also conditioned so that speaker boxes shall not be audible beyond the Site's lines, and so that the Raising Cane's is responsible for monitoring patron and employee conduct to assure behaviors do not detract from the quality of life for adjoining community. Raising Cane's intends to invest in the community by providing a high-quality use that generates additional tax dollar revenue for the City, while operating as a local business that provides service and employment opportunities to the community. Accordingly, the Zoning Administrator was correct in its determination that the Project, as conditioned, would not be materially detrimental to the public welfare.

3. The project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any specific plan.

The Appellant have suggested that the Project does not conform with the purpose and intent of the General Plan. The following response addresses the Appellant concerns.

The Land Use Element of the City's General Plan is comprised of thirty-five (35) Community Plans, each pertaining to a different geographical area in the City. The Site is located in the Hollywood Community Plan area. At the direction of City staff, Raising Cane's has relied on the applicable land use policies currently in effect. The land use policies in effect at the time of writing the IS/MND are from the 1988 Hollywood Community Plan. A legal challenge to the 2012 Hollywood Community Plan update reverted the land use plan back to the 1988 version. A new 2021 update to the plan has been recommended for approval by Planning Commission. At the time of writing, City Council has not taken action on approving and adopting the 2021 update.

According to the Hollywood Community Plan 2021 Update, commercial land uses are concentrated near Metro stations and along commercial corridors generally served by transit and allow for typical commercial retail uses. The Los Angeles Mobility Plan 2035 serves as the Circulation Element of the City's General Plan. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. There are several objectives identified in the Mobility Plan, and policies that would achieve those objectives. The following is a policy consistency analysis to several policies raised by the Appellant.

Mobility 2035 Policy Consistency Analysis	
Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** The Project would introduce a restaurant with drive-through use within the Hollywood Community Plan area. The Site's design is specifically oriented toward Sunset Boulevard to activate the pedestrian sidewalk. Furthermore, the Project's driveways have been designed to maintain adequate line of sight to reduce conflicts between pedestrians and vehicles. Clear path of travel within the Site would further enhance pedestrian safety.
Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Site's is located near mass transit including Metro Bus lines along Highland Avenue, which is approximately 200 feet west of the Site. In addition, the Hollywood/Highland Metro subway station is 0.3-mile northwest of the Site. The Site's design takes advantage of the highly walkable area by orienting the restaurant frontage toward Sunset Boulevard. The Site is accessible from existing public right-of-way on Sunset Boulevard and McCadden Place. The Project would also landscape the frontage along both public streets to create a more vibrant sense of place.
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movements – as integral components of the City's transportation system	**Consistent.** The proposed Project encourages multiple modes of transportation access. Pedestrians can walk up to the restaurant on Sunset Boulevard. The Project includes both short term bike racks for patrons and bicycle lockers for employees, thereby supporting alternative modes of transportation. Further, the close proximity to transit enables non-vehicular trips as well. The Project encourages for all modes of travel.
Policy 5.2: Support ways to reduce vehicles miles traveled per capita.	**Consistent.** As discussed above, the Project includes both short term bike racks for patrons and bicycle lockers for employees, thereby supporting alternative modes of transportation. The Project would introduce a new restaurant use within close proximity to existing residences and business, which would reduce VMT. Further, the Project is in a high-quality transit area, with the Hollywood/Highland Metro station 0.3-mile northwest of the Site and several bus stops along Sunset Boulevard and Highland Avenue (west of the Site), which provides additional opportunities for non-vehicular modes of travel. The Project would result in a net decrease in trip generation, and similarly result in a net decrease in daily VMT. Therefore, the Project is not anticipated to result in longer local trips and would reduce or maintain regional VMT.

Mobility 2035 Policy Consistency Analysis	

The Project is subject to the land use policies outlined in the City's 1988 Hollywood Community Plan area. At the time of writing, the City Council has not taken action on the pending update. Since the pending Hollywood Community Plan update has not been formally adopted by the City Council, the associated land use policies and programs, including overlays, are not in effect. Even so, Raising Cane's strongly believes that the Project would be compatible with the policies proposed in the pending draft of the 2021 Hollywood Community Plan because the Project is located in a high transit area in the City; provides alternative transportation infrastructure (i.e. bike parking and lockers); provides employment opportunities close to existing residences and businesses; and includes improvements to enhance the physical environment and pedestrian experience including new landscaping and new outdoor dining options on Sunset Boulevard. The proposed landscaping plan is provided at **Attachment 3: Landscape Plans**. The Project replaces an existing commercial use at an underutilized site. Accordingly, the Project would be consistent with the applicable land use policies in local planning documents.

7. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The Appellant have suggested that the Project would induce more VMT, risk pedestrian safety, result in loitering and littering, which would impact public welfare. The following response addresses the concerns raised.

As discussed above, based on the City's adopted VMT screening criteria and adopted CEQA threshold, the Project would result in a less than significant transportation impact. The City's transportation initial assessment determined that the Project would reduce in a net decrease of 454 daily trips, which would also result in a net decrease in daily VMT. Project impacts related to VMT were determined to be less than significant. The proposed use of the Site is a permitted use under the commercial zoning, and would be complementary to other existing commercial retail uses along Sunset Boulevard. As noted under condition of approval 15 and 17, Raising Cane's is required to have employees be available to remotely take orders during peak hours, as part of the traffic management plan. Condition 17 requires Raising Cane's to install improvements at pedestrian crossing and drive-through exit lane junctures to heighten awareness and improve safety. Improvements include signage, reflectors, and pavement texture. VMT impacts are considered less than significant based on the City's adopted thresholds and CEQA guidelines, and several conditions of approval are in place to ensure that granting of the variance would not be materially detrimental to the public welfare.

Raising Cane's intends to establish Friday and Saturday operating hours from 9 AM – 3:30 AM. While existing surrounding restaurants close at midnight, Raising Cane's operates in the early morning hours to serve patrons with non-traditional work hours, including first responders and night-shift employees. Raising Cane's believes that its late-night operations can provide a service that is beneficial to the community, City or region. Further, beyond typical security measures including cameras and lighting, onsite security would be provided during late night hours to ensure public safety and welfare. The Project is also conditioned so that the Raising Cane's is responsible for monitoring patron and employee conduct to assure behaviors do not detract from the quality of life for adjoining community. As discussed previously, the Project would include trash bins within the outdoor dining area and near the restaurant building, which would minimize littering on the Site.

As described above, the Project's site design, and proposed traffic management plan, would allow more vehicles to queue onsite and minimize impacts to surrounding roadways. Furthermore, the Project includes an indoor and outdoor dining area, which would provide patrons with opportunities to dine onsite. Raising Cane's is required to comply with the conditions of approvals that are aimed to help maintain a safe and clean environment for the restaurant and minimize impacts to adjacent properties. Compliance with the conditions and implementation of Raising Cane's traffic management plan would not be detrimental to the

public welfare.

8. The granting of the variance will not adversely affect any element of the General Plan.

The Appellant states that the Project is inconsistent with the Circulation Element of the City's General Plan. The following response addresses the Appellant concerns:

The City's Transit Oriented Communities guidelines identify the Site as within a Transit Priority Zones and Tier 3 within Transit Oriented Community classification. The guidelines do not prohibit non-residential development in areas near public transportation. Further, as discussed above, the Project is consistent with several policies identified in the Mobility 2035 Circulation Element. The applicable 1988 Hollywood Community Plan does not prohibit restaurant uses with drive-through.

The Project takes advantage of the location in the Hollywood Community. The Site is located in a high-quality transit area, with the Hollywood/Highland Metro station 0.3-mile northwest of the Site at 6801 Hollywood Boulevard and several bus stops along Sunset Boulevard and Highland Avenue (west of the Site). The Project's unique location and site design would enable other forms of non-vehicular mobility for patrons and employees, which could reduce vehicle trips. Further, the Project does not solely operate as a drive-through restaurant. The Project provides 61 seats indoor and 80 seats for the outdoor patio, or a total of 141 seats. The Project includes bicycle racks for restaurant patrons and bicycle lockers for employees, again encouraging non-vehicular modes of transportation to and from the Project. The Project provides additional dining opportunities and choice to the surrounding area and includes site improvements that allows for pedestrian access from the public right-of-way. The Project is consistent with the 2035 Mobility Plan policies raised by the Appellant.

In response to the Appellant's attachment in the appeal letter, the article discusses the limitation of drive-throughs to members of society that own and operate vehicles. The article argues that common car ownership should not be a prerequisite for full participation in society. As it relates to the Project, the proposed land use is a restaurant with a drive-through option. The restaurant operations include both indoor and outdoor dining opportunities for patrons, with 61 seats indoor and 80 seats on the outdoor patio. Further, the Project is located in a highly dense and walkable area in the Hollywood Community along Sunset Boulevard. The Project's proximity to public transit and existing residences and business would further promote non-vehicular travel options for patrons. The Project provides convenient accessibility for all patrons, regardless of their mode of transportation.

Conclusion

The Project is a result of months of collaboration with City staff and engagement with the Central Hollywood Neighborhood Council. The Project has been designed to not only function and operate as efficiently as possible, but also represents an investment to the community. The Project would enhance the existing curb appeal of the Site, provide convenient community-serving retail uses in close proximity to nearby to residences and businesses, and provide jobs in close proximity to high-quality transit. Raising Cane's is excited for this opportunity to be a part of the Hollywood community. Thank you for your time and consideration of the Project.

Sincerely
The Raising Cane's Development Team

6800 Bishop Road
Plano, TX 75024-4274

Attachments:
Attachment 1: Preliminary Site Plan
Attachment 2: Traffic Management Exhibit

Attachment 3: Landscape Plan

Opinion: The Problem with Drive-In Services — Now and After COVID-19

Madeline Brozen

In response to the health risks of COVID-19, states are restricting indoor activities and the size of group gatherings. Businesses must rethink how they offer their services. Social service agencies and schools must also adapt in how they get food to people who rely on food banks and free and reduced-priced school lunches. Many are turning, as a solution, to two classic American inventions: the drive-in and the drive-thru.

In the early 1930s, Richard Hollingshed invented the drive-in movie theater from his home in New Jersey. Hollingshed thought drive-ins would bring movies to a broader audience, by overcoming the obstacles that prevented many people from going to theaters: needing childcare, difficulty parking, small and uncomfortable theatre seats.

In 1948, right around the time drive-in movies reached their peak popularity, Harry Snyder invented the drive-thru restaurant, with his first In-N-Out Burger. At this point people were already eating at drive-*in* cafes; what Snyder invented was a two-way intercom that let people order their food without leaving their cars.

Given the convenience and privacy of the automobile, it is no surprise that drive-ins and drive-thrus have surged during COVID-19. This fall, people could traverse spooky Halloween drive-thru trails, visit drive-thru pet sanctuaries, and view entire independent film festivals from their cars. Governments and healthcare providers, meanwhile, are offering drive-thru food distribution, COVID-19 testing, and flu shots.

The problem with all of these drive-thru innovations is implied in their name: you can't take advantage of them if you can't drive. Without a car, you can't see the elaborately carved pumpkins, smile at the rescue cow, or enjoy most outdoor movies. There are worse things, of course, than being denied access to a drive-thru burger, or to an Instagrammable haunted Halloween drive-thru. But it is much more concerning if you can't get food from the food bank, or know if you have tested positive for COVID-19.

In the United States, a nation built in many ways for people with cars, people without cars face large barriers to opportunity. They can reach fewer job opportunities within a reasonable amount of time. They have trouble getting to healthcare. Those who are parents have a harder time getting their children to after-school activities, key to childhood development — and fun. For those without cars, the everyday mobility that many take

Common as car ownership may be, it shouldn't be a prerequisite for full participation in U.S. society. When people open their eyes and see that something only for cars is a serious equity access problem, easy solutions abound.

for granted is a constant negotiation, one that involves cobbling together walking, transit, and rides in the cars of friends and family.

Nor are these obstacles distributed equally across the population. Over 10 million American households do not own a car, but carless households are twice as likely to be made up of people of color, with Black households having the lowest ownership rates. Because of these racial and socioeconomic disparities, drive-in and drive-thru systems are intrinsically exclusionary, and disproportionately harm Black people, poor people, older adults, people with disabilities, and recent immigrants.

Precisely because drive-thrus encourage and require driving and automobile-oriented design, some cities, before COVID-19 struck, were taking steps away from them. Minneapolis, for example, prohibited the opening of new drive-thru facilities after 2019, saying they were inconsistent with the city's long-term plans to reduce greenhouse gas emissions. A handful of other cities in California, Montana, and New Jersey have instituted their own temporary or permanent bans too.

COVID-19 sent cities back in the other direction, furthering existing inequalities. In a time of emergency, businesses or social service agencies have largely failed to put together non-car options — even when many of the people most vulnerable to COVID are also more likely to lack cars.

This problem doesn't need to exist. It isn't hard to increase accessibility of drive-thru services for those without cars. For example, when Minneapolis was banning new drive-thrus, Portland was working to increase access to theirs. In their zoning code, Portland required that drive-thru businesses also serve people outside of cars. By simply adding one sentence to its zoning code, the city ensured no one would be excluded from basic services.

In the COVID-19 era, the same principle holds. Simple design approaches and health protocols could make drive-in and drive-thru experiences safely accommodate people outside of their vehicles. To the extent that people are diligent about wearing masks and keeping distance, showing up without a car is not likely a significantly greater safety concern. Using pre-marked spaces, or parking spaces themselves, could help ensure that people outside vehicles stay far enough apart.

Common as car ownership may be, it shouldn't be a prerequisite for full participation in U.S. society. When people open their eyes and see that something only for cars is a serious equity access problem, easy solutions abound.

About the Author

Madeline Brozen is the deputy director of the UCLA Lewis Center for Regional Policy Studies. Her research focuses on the transportation and mobility needs for vulnerable groups of people and is the founding editor-in-chief of Transfers Magazine.

October 14, 2022

RE: Appeal Justification for Raising Cane's (6726-6740 West Sunset Boulevard, 1434-1456 North Mccadden Place, Los Angeles CA 90028); DCP Case Nos. ZA-2021-4710-CU-ZV-SPR, ENV-2021-4711-MND; Approval Made Effective by September 30, 2022 Letter of Determination

To the Central Area Planning Commission,

We, a coalition of Hollywood renters and homeowners, are appealing ("Appeal") the above-referenced development involving the proposed demolition of a one-story, commercial structure and the construction of a one-story, Raising Cane's drive-thru fast food restaurant ("Project") located at 6726-6740 West Sunset Boulevard, 1434-1456 North Mccadden Place ("Site") proposed by Raising Cane's ("Applicant"). In furtherance of the Project, the Applicant seeks approval of i) multiple land use entitlements ("Entitlements") under DCP Case No. ZA-2021-4710-CU-ZV-SPR and ii) environmental review clearance via a Mitigated Negative Declaration ("MND")[1] under DCP Case No. ENV-2021-4711-MND (collectively "Project Approvals"). The Associate Zoning Administrator ("ZA") approved the Project's Entitlements, relying on Conditional Use Findings in a Letter of Determination mailed on September 30, 2022 ("LOD")[2], which identifies the applicable appeal deadline as October 17, 2022.

REASON FOR THE APPEAL:

Based on the review of the Letter of Determination (LOD) and other relevant documents, granting of the Entitlements violates the Los Angeles Municipal Code ("LAMC" or "Code") and the Mitigated Negative Declaration (MND) violates the California Environmental Quality Act ("CEQA"). We appeal both the Entitlements and the CEQA clearance. We respectfully request the City grant this Appeal and deny the Project Approvals.

SPECIFIC POINTS IN ISSUE:

Specific entitlements which we are appealing include:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.17: The approval of a Conditional Use to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone;
- Pursuant to LAMC Section 12.27: The approval of a Zone Variance to permit a drive-through fast-food use partially in the RD1.5-1XL Zone;
- Pursuant to LAMC Section 16.05: The dismissal of a Site Plan Review for a change of use to a drive-through fast-food establishment inasmuch as such development will not result in a net increase of 500 or more average daily vehicle trips;
- The Conditional Use Findings included in the Letter of Determination

[1] MND: https://planning.lacity.org/odocument/5838dd3e-8fcf-4a89-9633-84afc3e6c37b/ENV-2021-4711.pdf
[2] LOD: https://planning.lacity.org/pdiscaseinfo/document/MjkxMDk0/1823a02c-5d95-4003-95c4-258347c32f18/pdd

We have multiple concerns about CEQA impacts unaddressed in the Project's MND especialy as they relate to noise, vehicle miles traveled ("VMT"), and greenhouse gas ("GHG") emissions)—which the ZA's LOD ignores.

Rebuttal of Conditional Use Findings and Zone Variance Findings

Following are rebuttals to individual Conditional Use Findings and Zone Variance Findings which show errors in judgment on the part of the Zoning Administrator (ZA) and a lack of consideration of important contextual factors for this site. They are listed in order of the Letter of Determination.

Conditional Use Findings

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

   The ZA states that the Project will be an improvement over the currently vacant commercial one-story structure because it will add a new structure and landscaping. The same could be said of *any* new project built on the property that added landscaping, indeed some of which would provide services more needed in Hollywood and the City of Los Angeles as a whole including, but not limited to: market-rate housing, affordable housing, Permanent Supportive Housing, a medical clinic, storefront commercial, or a restaurant without a drive-through.

   The ZA states that the Project will "provide a new and unique commercial service". This is false as directly west of the Project on McCaddan Place, there is an existing fast food drive-through restaurant. Not only is the adjacent properly a fast food drive-through restaurant, but it is a Chick-fil-A, which *also* specializes in chicken-centered meals. Therefore, the Project would not even provide a new and unique *fast-food drive-through commercial service*. Furthermore, a new fast food drive-through restaurant was approved on September 11th, 2021 at the parcel across Highland Ave from Chick-fil-A on the southwest corner of Highland Avenue and Sunset Boulevard. If approved, the Project would therefore represent the third fast food drive-through location in consecutive parcels along the south side of Sunset Blvd. within a total distance of 500 feet. In addition, there are three more fast food drive-through restaurants within a half mile west of the location along Sunset Boulevard: a Wendy's, a Burger King, and an incredibly popular In-N-Out Burger. There is also a Jack in the Box fast food drive-through within a half mile south of the Project site.

   The ZA also states that the Project "is a desirable use in a heavily urbanized and populated neighborhood". This credulous finding ignores the inherent conflicts of drive-through uses in heavily urbanized and pedestrianized areas. Drivers are less likely to be

alert at drive-thrus and existing research demonstrates that land use variables including the density of fast-food restaurants increase the likelihood of pedestrian crashes[3]. Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard, along with La Brea Avenue and Highland Avenue are all on the Pedestrian Enhanced District mobility corridor network in the Circulation Element of the City of Los Angeles' General Plan, Mobility 2035[4]. The existence of surrounding pedestrian districts including Sunset Blvd. demonstrates that another drive-thru restaurant is, in fact, not a desirable use at this Site. Raising Cane's is a particularly *popular* drive-through, with limited locations in Southern California. A recently-opened location in Burbank has caused significant traffic issues[5] which the City of Burbank has responded to by requesting $30,000 in funds for local traffic calming improvements[6] from Raising Cane's. These very popular drive-thru locations (such as In-N-Out and Chick-fil-A) experience higher sales volume and traffic than more established restaurants. The conditions included in the Letter of Determination do not address VMT impacts or the crash risk that might be increased in the neighborhood due to the Project.

The surrounding area already suffers from high incidences of traffic crashes as many of the streets surrounding the Project site are on the City of Los Angeles' Vision Zero High Injury Network (HIN) which represents 6% of city streets that account for 70% of deaths and severe injuries[7]. This includes the entirety of Sunset Boulevard in Hollywood, along which the Site is located as well as nearby streets including Highland Avenue from Franklin Avenue to Santa Monica Boulevard, Santa Monica Boulevard from Sycamore Avenue east past the US-101 Freeway, and La Brea Avenue from Hawthorn Avenue to Fountain Avenue are all included in this 6% of city streets on the high injury network.

Introducing even more car trips into this context is therefore extremely *undesirable* as it will lead to more conflict opportunities between people driving and people walking and biking in the neighborhood. The proposed late-night hours (hours later than the neighboring Chick-fil-A), especially in Hollywood, a late-night destination, will introduce increased trips at night, and additional risks for people walking in the neighborhood. As traffic fatalities for pedestrians have increased nationally over the past eight years, 85% of the total increase in deaths has come at night[8]. This increase is on top of the inherent

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[3] Pei Sung-Lin et al., *Development of Countermeasures to Effectively Improve Pedestrian Safety in Low-Income Areas*, 6 Journal of Traffic and Transportation Engineering 162-74 (Apr. 2019),https://trid.trb.org/view/1583949

[4]Mobility 2035, "Pedestrian Enhanced Districts" Map (Map F) p 164: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

[5] NBC4 report, June 23, 2022: https://www.nbclosangeles.com/on-air/new-raising-canes-causing-traffic-mess-in-burbank/2923773/

[6] MyBurbank article, August 25, 2022: https://myburbank.com/city-comes-up-with-temporary-plan-for-raising-canes-neighbors-frustrations/

[7] Los Angeles Vision Zero interactive map: https://ladotlivablestreets.org/programs/vision-zero/maps

[8] Nicholas N. Ferenchak, Masoud Ghodrat Abadi (2021) Nighttime pedestrian fatalities: A comprehensive examination of infrastructure, user, vehicle, and situational factors, Journal of Safety Research, Volume 79, 2021,Pages 14-25,ISSN 0022-4375,https://doi.org/10.1016/j.jsr.2021.07.002.

fact that people walking face higher collision risks in the dark, all else being equal. The Letter of Determinationallows for Friday and Saturday operating hours until 3:30 AM, an hour and a half *after* bars close.

2. **The project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

   The ZA states that the Project will be “less intensive in some regards” over the existing prior use for the site as a one-story retail commercial development. This is an erroneous finding, especially given the potential for increased trips over the prior use. In the MND, the report states that the LADOT VMT tool predicted a net decrease over the existing use, they also quote a Kimley-Horn using a more conservative traffic trip generation assumption (e.g., no trip credit for the Rite Aid store) which resulted in more traffic trips associated with the proposed project. Given the inconsistency in prediction in the MND, it would be incorrect to state confidently that the project will be less intensive in terms of additional traffic trips. Further, the less than significant impact finding with regard to Transportation Threshold (a) “Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?” uses average daily traffic figures at Sunset and Highland from 2006, nearly 18 years old, from before the adjacent Chick-fil-A was constructed in 2011. Not basing findings on current conditions undermines the validity of the less-than-significant impact. In this same section, the MND describes the nearby public transit bus service along Sunset Blvd. as an important access amenity to the Project. The reality of public bus service and drive-thrus is one of delay and not access as long queues from the existing Chick-fil-A back up onto Sunset Blvd delaying transit passengers and service.

   The Project is incompatible with adjacent properties based on how the Project is arranged on the Site and this was unaddressed in the ZA findings. The Project proposes an ingress/egress driveway on McCadden Place, across from the existing Chick-fil-A drive-through restaurant that also has an ingress and an egress drive-through on McCadden. This will present both ingress and egress driveways on the same local side street only 30 feet wide, leading to potential conflicts between motorists. There are already queues for Chick-fil-A which can back up onto the eastbound #3/parking lane on Sunset Boulevard. There will now be a much larger number of trips created where someone will turn right off of eastbound Sunset Boulevard *around* the Chick-fil-A queue onto southbound McCadden Place to access the Raising Cane’s drive-through. Those drivers will be in conflict with *more* drivers leaving both drive-throughs headed north on McCadden Place. This will all be approximately 150 feet east of the very busy Highland Avenue and Sunset Boulevard intersection, with backups potentially affecting the Level of Service of the intersection. Again, the AADT stated for this intersection is 18 years old and from before the Chick-fil-A existed so understanding the potential negative flow

consequences is unclear given the lack of up-to-date data.

Drive-through restaurants also induce patrons to, quite obviously, eat their food somewhere off-site. We have found from experience living on Leland Way a block from the Chick-fil-A that a great many patrons drive to our street and other side streets to eat their food. There is no parking allowed on Leland Way turning the street into an easy target for patrons to temporarily park and use our street as an extension of the fast-food restaurant. Because of this constant behavior, our street experiences increased litter as a result, and we can reasonably expect more if the Project is approved.

The conditions in the Letter of Determination would do nothing to address the demand caused by the Project and the wider community issues related to traffic safety, littering, and pedestrian access and enhancement of the pedestrian realm, and therefore the Project *does* adversely affect and degrade the surrounding neighborhood and the public health, welfare, and safety of the surrounding community.

3. **The project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any specific plan.**

The Project does not substantially conform with the purpose, intent, and provisions of the General Plan as outlined in the Circulation element. With regards to the Circulation Element of the General Plan, Mobility 2035, the introduction of another very popular fast food drive-through restaurant will lead to increased car trips and Vehicle Miles Traveled in the neighborhood along with an increased risk of conflicts and crashes involving people driving and people walking. And would therefore be contradictory to the General Plan. Mobility 2035 Policies 1.1 Roadway User Vulnerability (design, plan, and operate streets to prioritize the safety of the most vulnerable roadway users), 2.3 Pedestrian Infrastructure (ensuring a safe and comfortable walking environment), 3.1 Access for All (recognizing pedestrian and bicycle travel as integral), and 5.2 Vehicle Miles Traveled (VMT) (which seeks to reduce VMT).

For the proposed Community Plan Implementation Overlay (CPIO) for the proposed Hollywood Community Plan update, the proposed Project use is inconsistent with the description of the Residential Center Subareas or the goals of the Plan in general. The Project site is in the proposed RC2 (Regional Center 2) subarea and a description of the subareas follows:

> ***Regional Center Subareas (RC1A, RC1B, RC2, and RC3)***
>
> *Regional Center Subareas RC1A, RC1B, RC2, and RC3 seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. Hollywood's Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Community Plan Update continues to support these types of uses and seeks to direct and accommodate future development to this transit-rich area. These Subareas seek to protect historic*

Hollywood through contextual incentives and design requirements, and by focusings on the pedestrian experience.

Zone Variance Findings

7. **The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The granting of the variance will be materially detrimental to the public welfare. Fast food drive-through restaurants induce more Vehicle Miles Traveled and more car trips than sit-down restaurants and other commercial uses. This is especially true given the unique popularity of this particular destination. While the MND classifies this Project as an infill development that, in general, has improved location efficiency, this classification ignores the particular popularity and rarity of Raising Cane's specifically. This popularity was demonstrated by the block's long lines when the new Burbank location recently opened in June 2022. As previously stated, these trips and traffic increase the risk of crashes involving people driving and people walking – especially due to the late hours proposed for the Project, including 1 AM on Sunday through Thursday and 3:30 AM on Friday.

Furthermore, the late hours increase the risk for loitering and littering in the surrounding community. While the conditions in the Letter of Determination seek to address loitering (Condition 19) and littering (Condition 21) onsite and adjacent to the premises, as evidenced by the common parking of Chick-fil-A patrons on Leland Way, the surrounding community will receive no protection from this off-site spillover.

While we do not see a problem in granting a variance for commercial use in an RD1.5-1XL zone per se, the use as a drive-through restaurant creates too many negative externalities including risks to neighbor's public welfare cannot be reasonably mitigated by the applicant (or any drive-through applicant for that matter). Therefore, the variance should not be granted for *this use as a drive-through restaurant.*

8. **The granting of the variance will not adversely affect any element of the General Plan.**

The 2035 Mobility Plan, the circulation element of the General Plan, repeatedly calls for strong linkages between transportation, land use, and air quality. This neighborhood is a densely populated area and adding more drive-through establishments is not in accordance with the types of land uses that are well-connected to pedestrian-enhanced districts, like Sunset Blvd. where the Project is located. The Sites where the Project will be located are classified as within Transit Priority Zones and Tier 3 within Transit Oriented Community classification. Low-density drive-through establishments are not well-linked to land uses and circulation within transit-priority areas. As an example,

within the Southeast Los Angeles Community Plan Implementation Overlay District[9], drive through establishments are prohibited in the transit-oriented development subareas. As explained in this document, "TOD Subareas…promote walkable, vibrant, attractive and complete transit centers that provide a greater mix of housing for a range of incomes, jobs, goods and services, and that enhance community identity." Therefore, an existing ordinance in the City of Los Angeles has found inconsistency between drive-through establishments land use and circulation within transit-oriented districts and communities. Advancing such a decision within a Transit Priority Zone and Tier 3 Transit Oriented Community is inconsistent with the call for strong linkages between transportation and land use as outlined in the circulation element of the General Plan, the 2035 Mobility Plan.

HOW ARE YOU AGGRIEVED BY THE DECISION:

The collective group of individuals appealing this decision live within the immediate and proximate area to the Project. The homes of three applicants, at 6712 Leland Way and 1419 N. Las Palmas Ave, are within 500 ft. of the proposed project. We will breathe the air from the additional vehicle trips, suffer from the increased traffic and trash and other environmental impacts of the proposed project. Another party named in the appeal lives within 1000 ft and the two final appellants live in the proximate Hollywood community. In the brief site plan review from the Department of City Planning, they argue that the proposed property will benefit the residents and neighborhood. As local residents who already experience the negative quality of life effects from the existing drive-thrus, we can confidentiality say this assertion is demonstrably false. The existing drive thru business, located directly adjacent to the proposed project, currently generates a high number of daily trips that:

- Increase localized congestion around the intersection Sunset Blvd. and Highland Ave. delaying public transit and private vehicles;
- Block ADA sidewalk access through allowing customers in idling vehicles to queue across the sidewalk and;
- The business fails to stop customers from parking in no parking zones on Leland Way effectively using the public street with existing parking restrictions on both sides as an extension of their private parking lot.

Further, granting this appeal will confer a substantial benefit to our surrounding neighbors who are likely largely unaware of how this project may negatively impact our immediate neighborhood. Our immediate area is a mixed-income community where many neighbors do not have the luxury of time to appeal decisions that will negatively affect our neighborhood.

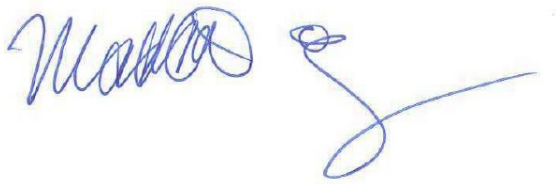
[9] Southeast Los Angeles Community Plan Implementation Overlay District, ordinance no. 185925, effective December 29, 2018. https://planning.lacity.org/odocument/37efd286-0efc-4d9d-9cf9-6cc186b3e464/CPIO.pdf

HOW DID THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION:
The ZA abused its discretion because it improperly granted the Entitlements in violation of existing city policy and while relying on an inadequate review. We appeal both the Entitlements and the CEQA clearance. The specific entitlements in question include:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.17: The approval of a Conditional Use to allow the construction, use, and maintenance of a drive-through fast-food establishment in the C4 Zone adjoining a residential zone;
- Pursuant to LAMC Section 12.27: The approval of a Zone Variance to permit a drive-through fast-food use partially in the RD1.5-1XL Zone;
- Pursuant to LAMC Section 16.05: The dismissal of a Site Plan Review for a change of use to a drive-through fast-food establishment inasmuch as such development will not result in a net increase of 500 or more average daily vehicle trips;
- The Conditional Use Findings included in the Letter of Determination

Further arguments into the general exclusionary concerns with drive-thrus are included in Exhibit A hereto.

Sincerely,



Madeline Brozen

Signed on behalf of myself alongside a coalition of Hollywood renters and homeowners:

Louis Abramson
Spencer Hillman
Ralph Samuel Lehman
Mollie Lehman
John Samuel Stady

ATTACHMENTS:

Exhibit A: Opinion: The Problem with Drive-in Services - Now and After COVID-19, written by Madeline Brozen, published in *Transfers Magazine, Fall 2020*

CORRESPONDENCE

CBLA

Citizens for a Better Los Angeles

February 6, 2023

Central LA Area Planning Commission
200 N. Spring St., Los Angeles, CA 90012
Sent via e-mail to: apccentral@lacity.org

Re: Raising Cane's, 6726-6740 Sunset Boulevard, 1434-1456 McCadden Place
ZA-2021-4710-CU-ZV-SPR-1A, CEQA:ENV-2021-4711-MND
Letter in Support of Appeal with Exhibits

Members of the Central LA Area Planning Commission,

We are writing again to express our concerns about the project referenced above and to support the appeal of the project filed by Madeline Brozen. With this letter we also include additional evidence to show the impacts of drive-thru restaurants on surrounding neighborhoods, including evidence of the problems caused by the recently-opened Raising Cane's in Burbank. The attachments include the following exhibits:

- Exhibit A1 – Map, Raising Cane's, Burbank
- Exhibit A2 – Photos, Raising Cane's, Burbank
- Exhibit B1 – Map, In-N-Out, Hollywood
- Exhibit B2 – Photos, In-N-Out, Hollywood
- Exhibit C1 – Map, Chick-fil-A, Hollywood
- Exhibit C2 – Photos, Chick-fil-A, Hollywood
- Exhibit D – Map, Drive-Thru Restaurants on Sunset, Hollywood
- Exhibit E – Story from Burbank Leader Detailing Problems with Raising Cane's
- Exhibit F – Story from Burbank Leader More Details on Problems with Raising Cane's

Zone Variances

We repeat our objections to the requested zone variances, as the City cannot make the required findings: a) There are no special circumstances that would prohibit Raising Cane's from operating a fast-food restaurant on the site; b) There are no prohibitions that prevent Raising Cane's from operating a restaurant on the site; c) Based on the evidence submitted with this letter, it's clear that the granting of the variance will likely cause significant impacts to nearby residential uses with regard to traffic, noise and air quality; d) The granting of the variance is in conflict with the goals of the following GP Elements: Air Quality – Conflicts with objectives of reducing non-work trips and to efficiently manage transportation facilities and system infrastructure; Plan for a Healthy LA – Conflicts with objectives of decreasing respiratory disease mortality rates and reducing the disparity in

communities that are impacted by a high Pollution Exposure Score; Mobility Plan – Conflicts with many objectives, including reducing reliance on cars and encouraging alternative modes of transportation.

How can the City credibly assert that it's trying to reduce reliance on cars and encourage other forms of transportation when City Planning is willing to grant **three variances** to permit the construction of Raising Cane's? **This is a drive-thru restaurant.** It encourages the use of cars, obstructs sidewalks used by pedestrians, and will likely obstruct cyclists as well. Please see Exhibits A2, B2 and C2 for evidence.

MND

The MND is not only materially inadequate, it is fundamentally dishonest. The Transportation section does not acknowledge numerous issues caused by drive-thrus in general, and problems that have been associated with other Raising Cane's locations, including the one on Olive in Burbank.

The Transportation section claims there will be no significant impacts with regard to traffic, explaining that there will be two driveways on Sunset Boulevard and one on McCadden Place. **But the MND fails to acknowledge that the Chick-fil-A just across the street also offers access through a driveway on McCadden. There are already traffic back-ups on McCadden with cars lining up for Chick-fil-A.**

The MND says that, "The proposed project is estimated to generate approximately 526 daily trips." This is ridiculous. The authors of the MND should consult with staff at the City of Burbank who have documented massive increases in traffic on streets near the Raising Cane's in Burbank. Please see Exhibits E and F. The following is a quote from a story published in the Burbank Leader on August 30, 2022. It offers an account of a public meeting where area residents voiced their concerns about the Raising Cane's in Burbank:

'Dozens of area residents spoke out during public-comment portion of the meeting, saying that customers of Raising Cane's now use the residential streets of Reese Place and Orchard Drive as a parking lot — often loitering, parking illegally, swearing at residents and leaving behind garbage. "Currently, the cars circle and cut through Reese at high rates of speed waiting for the Raising Cane's drive-thru to reopen," said Tanny Bess, a resident on the 100 block of South Reese Place who advocated Tuesday for a partial k-rail barrier restriction access onto Reese from Olive Avenue. Traffic per day on Reese Place nearly tripled after the opening of Raising Cane's. City staff reported an increase of 182% from January to July, while traffic on Orchard Drive increased 147%.' [Emphasis added.]

The following quote from a story published in the Burbank Leader on August 25, 2022 details mitigation measures the City imposed in response to residents' complaints:

"At Tuesday's City Council meeting, Council Members voted 4-0 (Bob Frutos was absent) to have the City place speed humps on South Reese Place, close Orchard Drive to southbound traffic and set up a Preferential Parking District on 100-200 Blocks of South Reese Place and South Orchard Drive."

In order to mitigate problems associated with the Raising Cane's in Burbank, the City voted to install speed humps, close Orchard to southbound traffic and set up a preferential parking district, yet none of this is mentioned in the MND. In fact, the MND claims that no mitigation measures will be required.

Again, the City can't make the findings necessary to approve the variances, and the MND fails to make even a good faith attempt to assess impacts associated with the project. CBLA opposes the project as and asks Commissioners to support the appeal.

Casey Maddren
Citizens for a Better Los Angeles

CC: More Song, City Planner & Councilmember Soto-Martinez

EXHIBIT A1, Raising Cane’s, Existing Location, 1750 Olive, Burbank

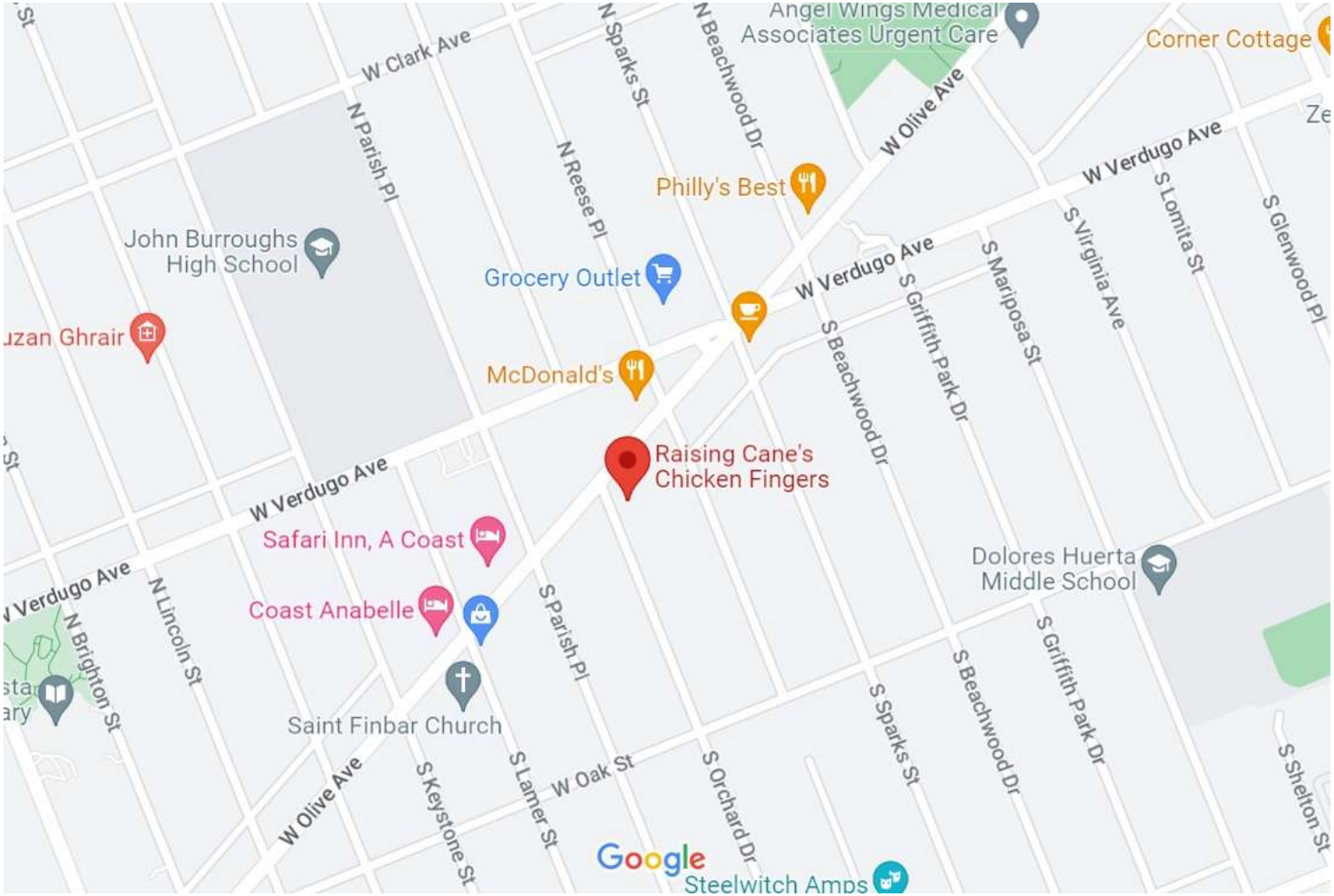


Exhibit A1, Raising Cane’s, Burbank

EXHIBIT A , Raising Cane's, 1750 Olive, Burb hotos ebruar 0 , 0 , Bet een 1 51 and 1 M









EXHIBIT A , Raising Cane's, 1750 Olive, Burb hotos ebruar 0 , 0 , Bet een 1 51 and 1 M

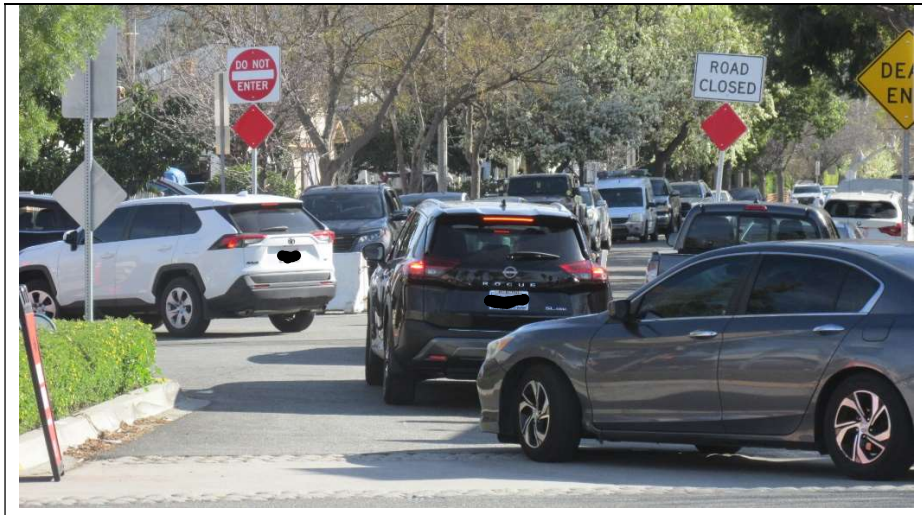








EXHIBIT A , Raising Cane's, 1750 Olive, Burb hotos ebruar 0 , 0 , Bet een 1 51 and 1 M

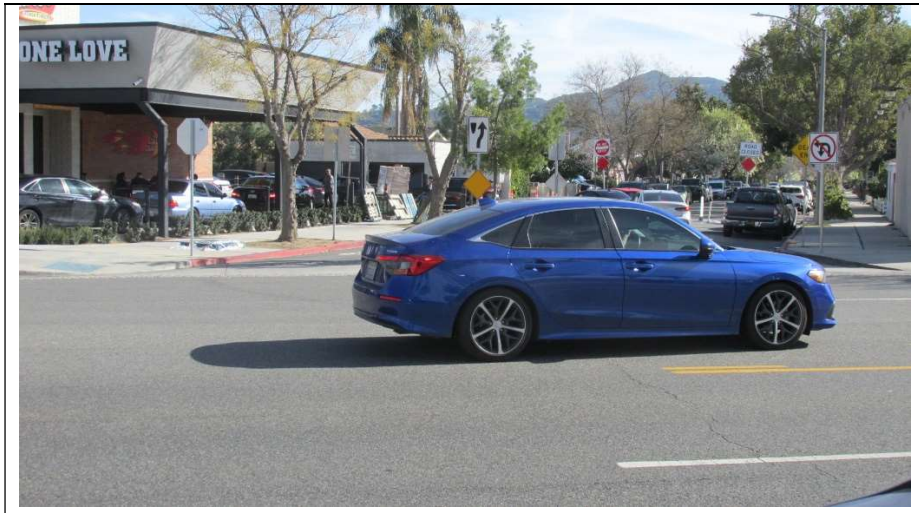








Exhibit A , Raising Cane's, Burbank, age

EXHIBIT B1, In Out, Existing Location, 700 unset, Los Angeles



Exhibit B1, In Out

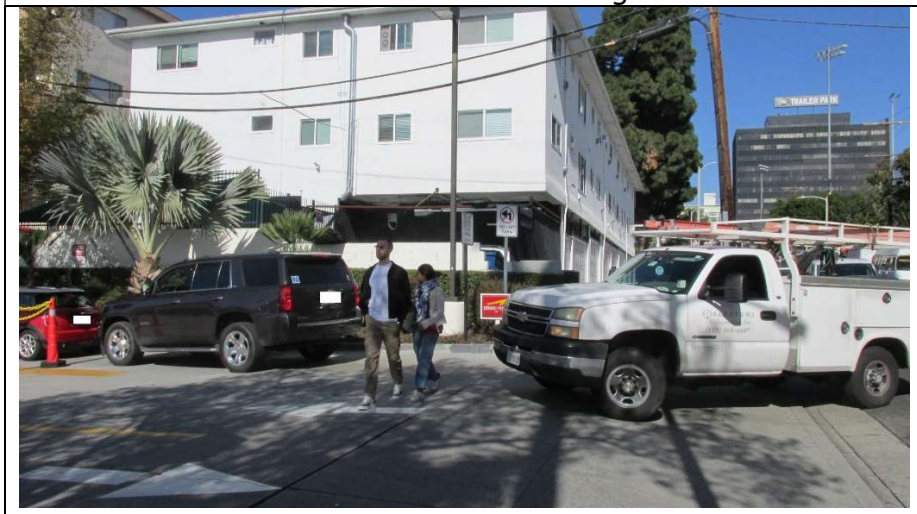
EXHIBIT B In Out, 700 unset Blvd, LA hotos anuar 0, 0 bet een 11 and 11 55 AM



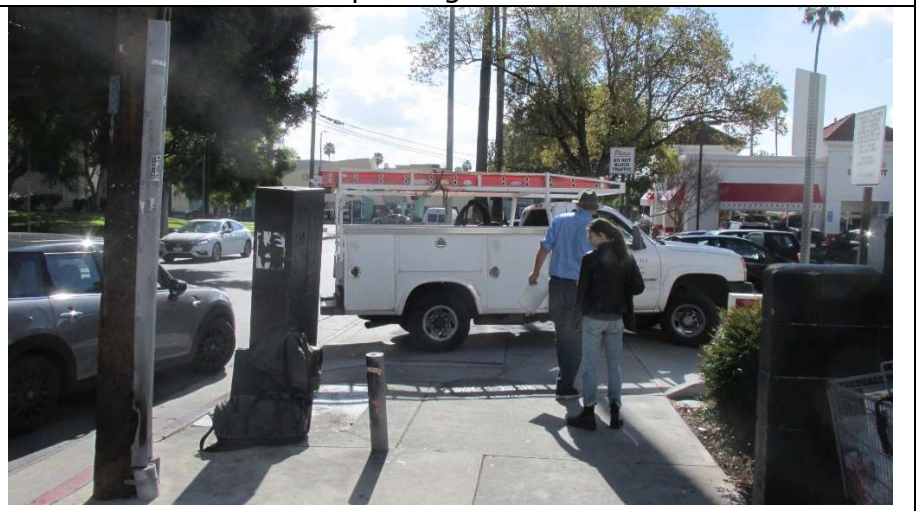
B2 01 – Cars at drive-thru window facing Sunset.



B2 02 – Line of cars in parking lot.

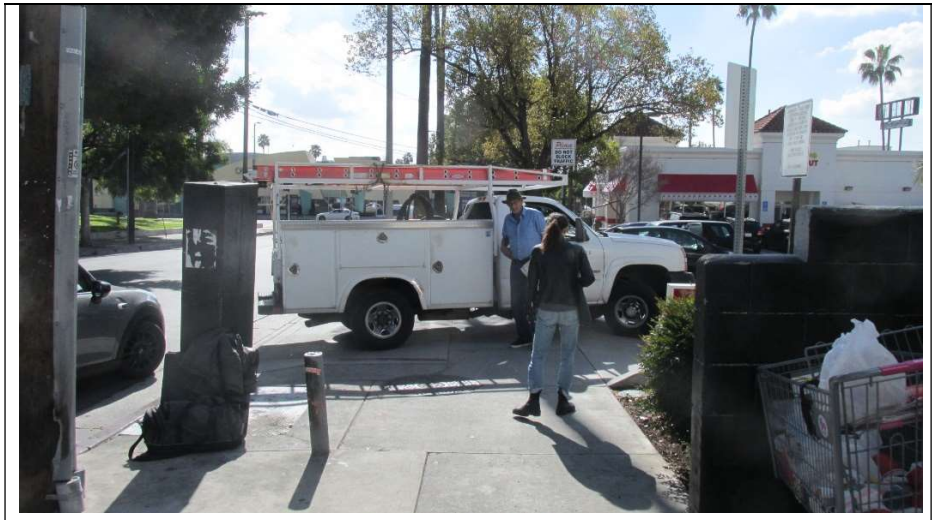


B2 03 – Line of cars backed up onto Orange Drive.

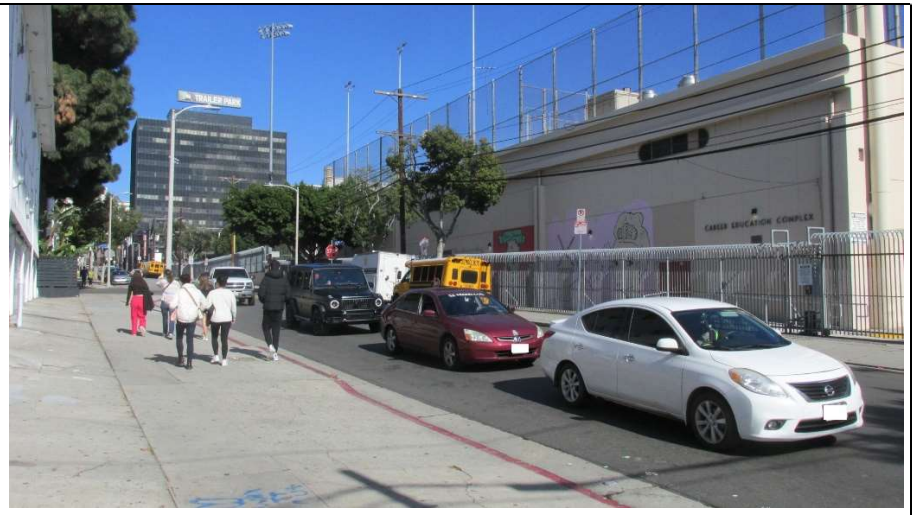


B2 04 – Truck blocking sidewalk as woman approaches.

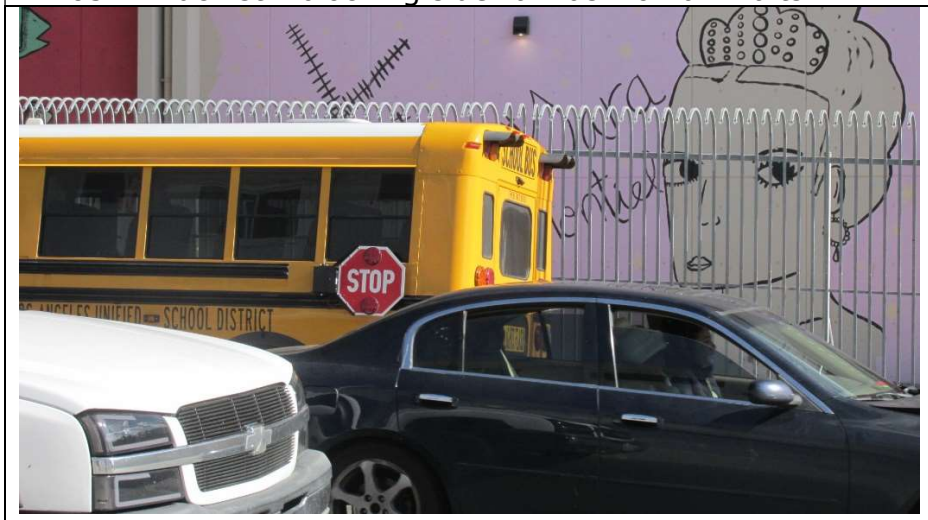
EXHIBIT B In Out, 700 unset Blvd, LA hotos anuar 0, 0 bet een 11 and 11 55 AM



B2 05 – Truck still blocking sidewalk as woman waits.



B2 06 – Line of cars backed up onto Orange Drive.



B2 07 – Southbound car forced to use northbound lane.



B2 08 – Southbound truck forced to use northbound lane.

EXHIBIT B In Out, 700 unset Blvd, LA hotos anuar 0, 0 bet een 11 and 11 55 AM



B2 09 – Southbound taxi forced to use northbound lane.



B2 10 – Cars backed up to Lanewood Avenue.



B2 11

EXHIBIT C1, Chick il A, 750 unset, Los Angeles

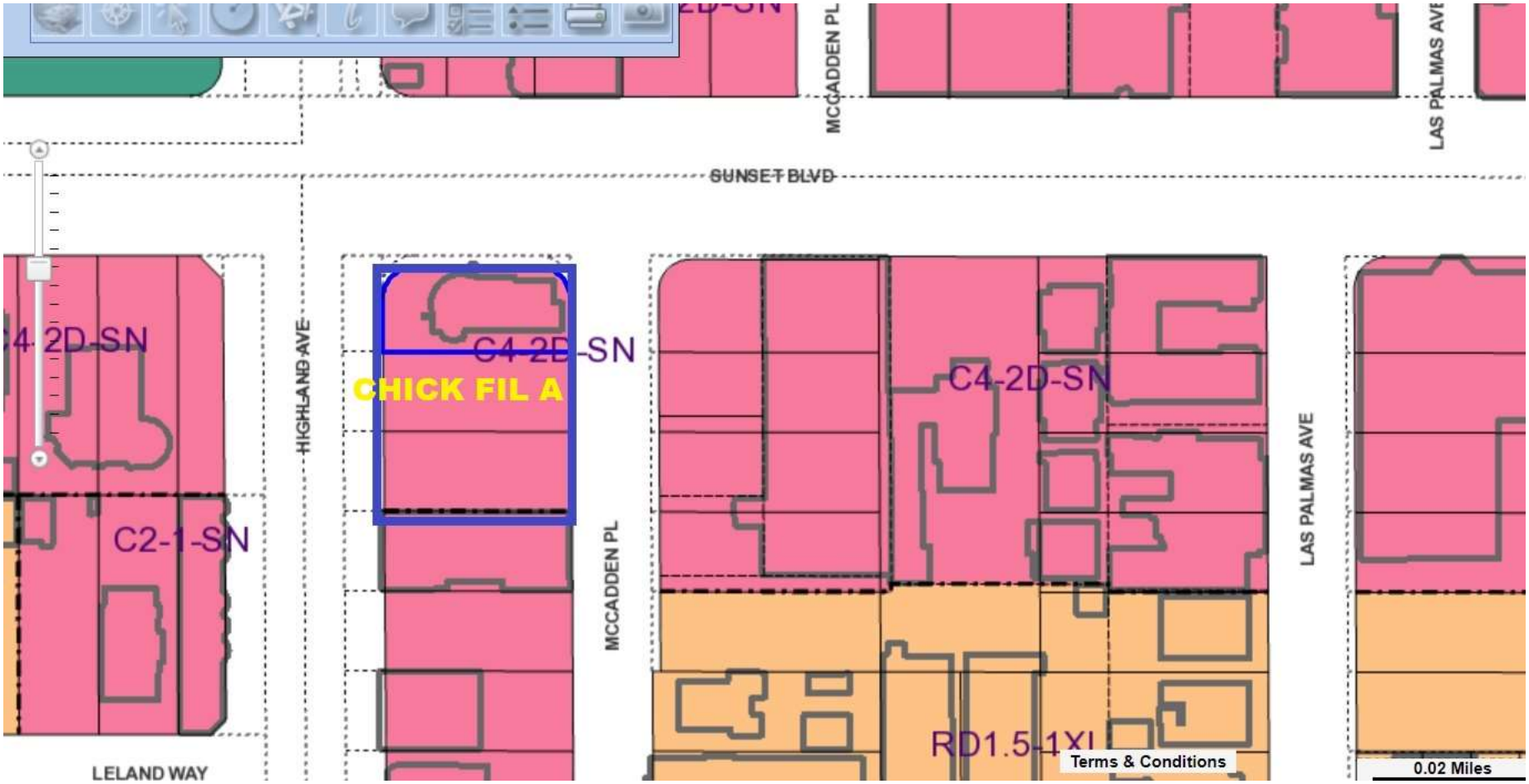
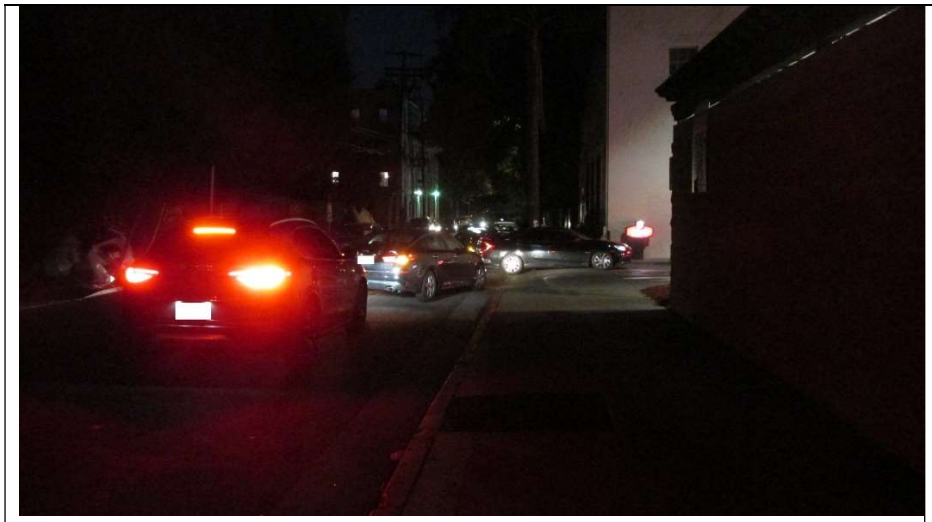
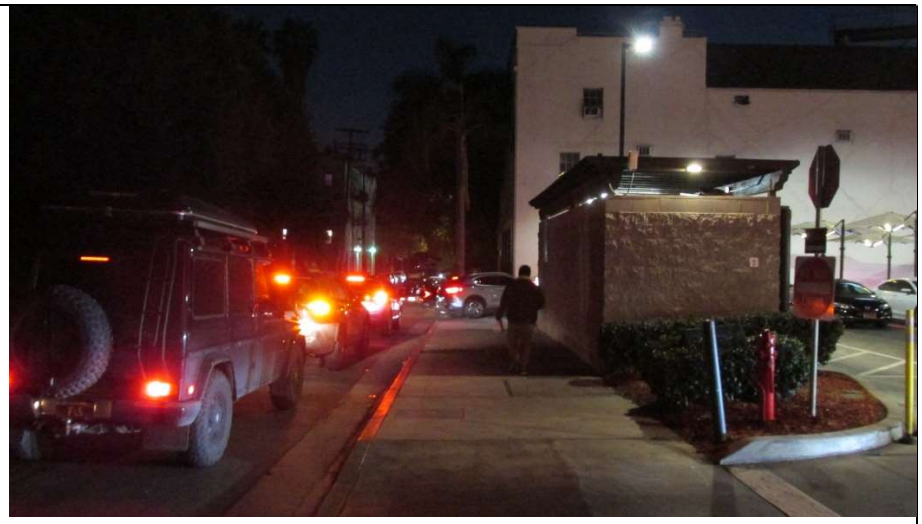


Exhibit C1, Chick il A, 750 unset

EXHIBIT C , Chick il A, 750 unset, L A hotos anuar 7, 0 , Bet een 0 and 1 M







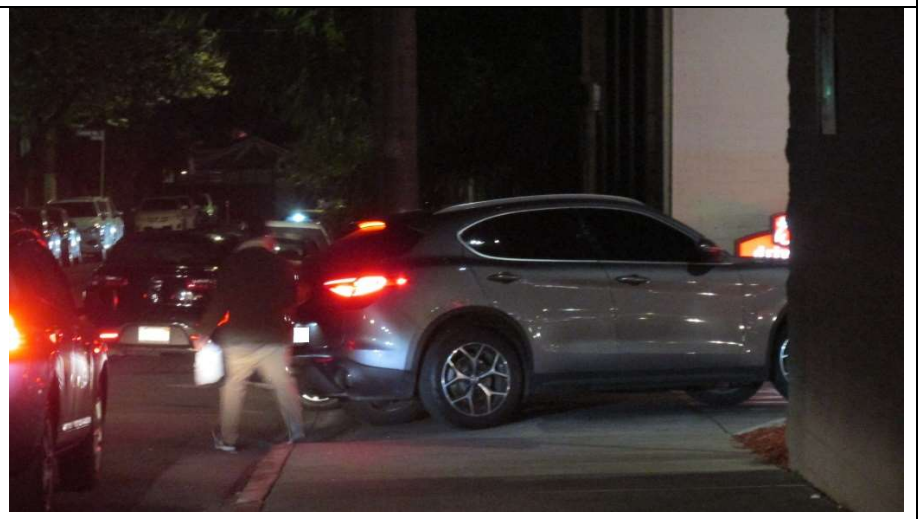


EXHIBIT C , Chick il A, 750 unset, L A hotos anuar 7, 0 , Bet een 0 and 1 M





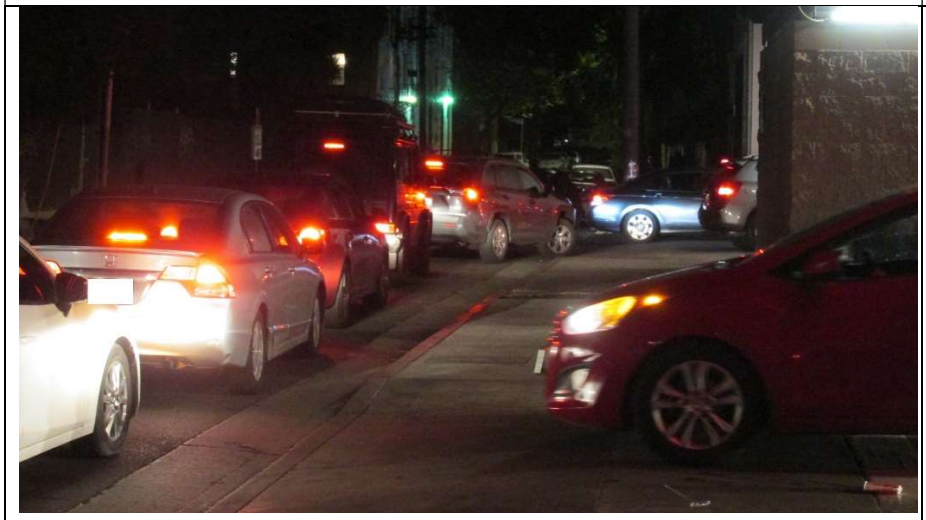




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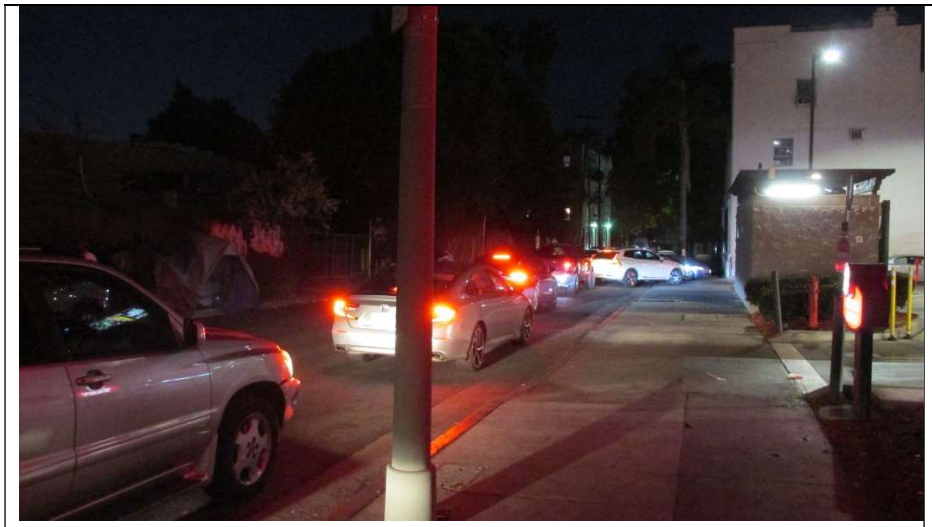
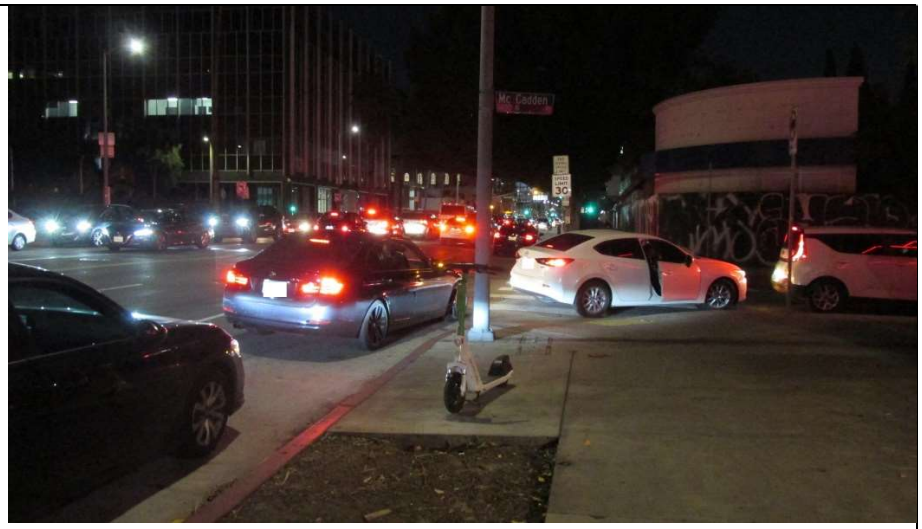
	

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Exhibit , rive Thru Restaurants on unset

City Comes Up With Temporary Plan for Raising Cane's Neighbors Frustrations

EXHIBIT E

By Craig Sherwood - August 25, 2022



(Photo by © Ross A Benson)

After weeks of pleas from the residents near the new Raising Cane's at Orchard and Olive, the Burbank City Council on Tuesday came up with some temporary fixes to try and help.

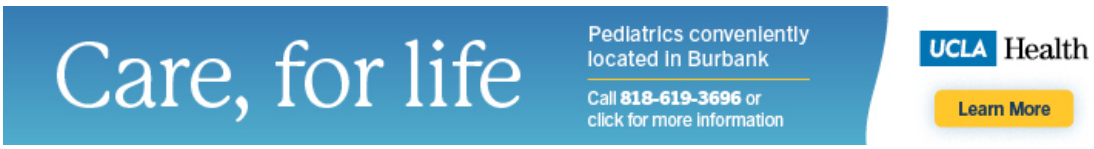


When the fast food chicken restaurant first opened in June, lines were blocks long, with Raising Canes paying Burbank police to manage the traffic. However, after a few weeks and as the lines decreased somewhat, a private security firm was brought in to manage the traffic problems.

While the lines are not what they once were, cars are still backed up down Olive, waiting to get into the drive-thru. When too many cars are backed up, the security guards wave cars away, who then drive down the adjoining residential streets as they circle to try once again to get in line.

Neighbors in the area complained of parking on their streets and the trash being left by customers that they had to clean up then.

At Tuesday's City Council meeting, Council Members voted 4-0 (Bob Frutos was absent) to have the City place speed humps on South Reese Place, close Orchard Drive to southbound traffic and set up a Preferential Parking District on 100-200 Blocks of South Reese Place and South Orchard Drive.



All of these measures will go into effect soon, and after they are completed, the results of the actions will come back to the Council in 60 days to see how they are working and if anything else needs to be done. It was reported that the work would cost approximately $30,000, and Raising Cane's would pick up the tab.

By establishing preferential parking on Reese and Orchard, residents will now be forced to buy a $15 yearly parking pass if they wish to park their cars on the street and will have to pay a $1 fee for guests who may also wish to park on either of the two streets.

City Staff estimated the overall cost of about $8,000 for all the residents once they have all participated. Staff says that a $15 pass is only about 20% of the actual cost of the pass, with the City already picking up the difference for residents in Burbank.

When Council Members asked if Raising Cane's would pay the resident's cost of the parking passes, Staff said they would only pay the $30,000 cost of the traffic mitigation. The Council did ask staff to go back and request the restaurant to pay the resident's costs, but as of now, residents are on the hook for the parking passes.

There is still also a lawsuit making its way through the system brought by residents against the opening of Raising Cane's at the present location with a drive-thru. It is not expected to make it to trial until 2023.



Craig Sherwood

http://www.myburbank.com

Craig Sherwood is the Executive Editor and President of myBurbank.com. He has been in the news business since 1976 and is a lifelong Burbank resident

EXHIBIT F

Search...



Burbank Leader

Residents Near Raising Cane's to Receive Relief

By Gavin Quinton - August 30, 2022



(Photo by Gavin J. Quinton / The Leader) - A Raising Cane's employee takes orders from drive-thru customers on Wednesday. The City Council voted Tuesday to install various parking and traffic solutions for the residents surrounding the restaurant after traffic nearly tripled following the restaurant's opening in June.

First published in the Aug. 27 print issue of the Burbank Leader.

After months of public ire over traffic and speeding issues, the residential streets around the Raising Cane's drive-thru restaurant in Burbank will receive speed humps, preferential parking zones, and a temporary road closure. Members of the Burbank City Council hope that these changes will mitigate issues that residents say are destroying their quality of life.

The Council voted unanimously to establish a preferential parking district in the 100-200 blocks of South Reese Place and South Orchard Drive, which is intended to prevent Cane's customers from parking in those areas. Raising Cane's will not be issued parking permits. The city will also install speed humps on South Reese Place, and institute a temporary street closure on South Orchard

Drive. This will make Orchard inaccessible from West Olive Avenue and could help to reduce traffic on the residential street.

Dozens of area residents spoke out during public-comment portion of the meeting, saying that customers of Raising Cane's now use the residential streets of Reese Place and Orchard Drive as a parking lot — often loitering, parking illegally, swearing at residents and leaving behind garbage.

"Currently, the cars circle and cut through Reese at high rates of speed waiting for the Raising Cane's drive-thru to reopen," said Tanny Bess, a resident on the 100 block of South Reese Place who advocated Tuesday for a partial k-rail barrier restriction access onto Reese from Olive Avenue.

Traffic per day on Reese Place nearly tripled after the opening of Raising Cane's. City staff reported an increase of 182% from January to July, while traffic on Orchard Drive increased 147%.

"As a parent of very active 9- and 7-year-olds, I fear for them playing in the front yard or taking the dog for a walk because of the increased, unsafe traffic from Raising Cane's. This is not a sustainable quality of life for the neighborhood, especially at the expense of a fast-food business," Bess said.

While the City Council did not vote on the k-rail barrier, they did decide to reassess street conditions 60 days after the new changes and will consider additional measures if needed.

Many criticized Burbank Police Department's parking enforcement efforts, including James Rathbun. "The police do nothing. You can call the police all day long and they won't come out. If they do come out it's 45 minutes to an hour after you call," he said.

The department's parking enforcement unit currently consists of just six officers and one supervisor, though BPD officials are planning a pilot program in partnership with personnel from a professional parking enforcement service provider who will oversee 75% to 90% of parking enforcement duties. The city will maintain all current parking enforcement employees during the one-year duration of the program.

David Emma, a resident of South Reese Place, said he believes Raising Cane's should be relocated altogether to a new location. "I personally think speed bumps, permits and blocked streets will not solve the problem. I think it's more of a Band-Aid. … I personally believe that Cane's should be moved to a more suitable location. Cane's belongs in a wide-open space with more ample parking — more of a commercial area," he said.

About 80% of residents who live on the 100-200 block of Reese Place and South Orchard Drive responded to a neighborhood survey in favor of permitted parking. About 60% of residents surveyed on Reese Place favored speed humps compared to 88% on Orchard Drive.

The city estimates that the installation of all three measures will be completed by the end of September. The total cost is $37,000. The 2022-2023 Burbank City Budget was amended to cover costs.

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Los Angeles Walks
A walkable LA is a Just LA

hello@losangeleswalks.org
213-219-2483
1000 N. Alameda Street, Suite 240
Los Angeles, CA 90012
losangeleswalks.org

January 30, 2023

Central Area Planning Commission
apccentral@lacity.org

RE: Raising Cane's (6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place, Los Angeles CA 90028); DCP Case Nos. ZA-2021-4710-CU-ZV-SPR, ENV-2021-4711-MND, and Appeal ZA-2021-4710-CU-ZV-SPR-1A

Dear Central Area Planning Commission:

On behalf of Los Angeles Walks, a pedestrian advocacy nonprofit fighting for a more walkable and just LA, we write to urge you to **grant the appeal ZA-2021-4710-CU-ZV-SPR-1A to the proposed Raising Cane's project at 6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place, Los Angeles CA 90028 ("Project") and to deny the Zoning Administrator's approval of the Project, granted September 30th, 2022.**

Drive-thru restaurants are dangerous and disrupting features in our city. They induce vehicle trips and create localized areas of increased traffic safety concern, with multiple conflict points between people walking and drivers accessing the drive-thru. While these issues exist for any drive-thru, drive-thrus in dense urban areas exacerbate these problems.

The City of Los Angeles recognizes these problems, with the recently-adopted Southeast Los Angeles Community Plan Implementation Overlay specifically prohibiting drive-thrus in transit-oriented development subareas. More broadly, our existing zoning code prohibits drive-thru restaurants adjacent to residential areas, which is the condition that the Project is seeking a variance from.

The Project site is approximately a third of a mile (and six-minute walk) from the Hollywood/Highland Metro B (Red) Line Station and lies on Sunset Boulevard, a Metro Tier 1 corridor (meaning the shortest headways are to be provided) where the number 2 route operates, connecting Westwood to USC.

A heavily-populated, and dense area, with such excellent transit access, the neighborhood is not appropriate for drive-thrus, yet already has to deal with the safety issues of extremely popular drive-thrus at In-N-Out Burger on Sunset Blvd/Orange Dr, two blocks away and at Chick-fil-A directly across the street from the Project site. Added to those two extremely popular drive-thrus, are three existing drive-thrus within a half-mile of the Project site. An approved new drive-thru on the southwest corner of Sunset Blvd/Highland Ave would mean that, if the Project were to be approved, there would be three consecutive drive-thrus, increasing and concentrating the danger to people walking and biking. Raising Cane's is an extremely popular

Los Angeles Walks
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hello@losangeleswalks.org
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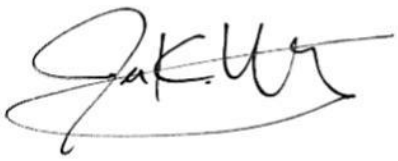
fast food restaurant with limited locations in Southern California, we can expect the Project, if approved, to draw high volumes of drivers much like the existing In-N-Out and Chick-fil-A.

The surrounding area already suffers from high incidences of traffic crashes as many of the streets surrounding the Project site are on the City of Los Angeles' Vision Zero High Injury Network (HIN) which represents 6% of city streets that account for 70% of deaths and severe injuries[1]. This includes the entirety of Sunset Blvd in Hollywood, along which the Project site is located as well as nearby streets including Highland Ave from Franklin Ave to Santa Monica Blvd, Santa Monica Blvd from Sycamore Ave east past the US-101 Freeway, and La Brea Ave from Hawthorn Ave to Fountain Ave, and even a local street, Las Palmas Ave, are all included in this 6% of city streets on the high injury network.

With proposed hours of operation for the Project lasting until 1 AM on Sunday through Thursday and 3:30 AM on Friday and Saturday, the Project would also be increasing vehicle conflicts with people walking and biking during the night-time, the most dangerous time for vulnerable road users in a neighborhood without bike lanes or accessible sidewalks.

The mitigations included in the Letter of Determination are not sufficient to address this danger, and indeed, multiple, intensive off-site mitigations such as speed humps, traffic diverters, and other traffic calming and pedestrian safety devices would be needed to even attempt to mitigate the danger. Ultimately though, the use itself is the root problem, and is incongruous with the surrounding area. The Project should be denied and the operator should find another location to place a drive-thru.

Sincerely,



John Yi
Executive Director,
Los Angeles Walks

CC:
Project-Assigned City Planner More Song (more.song@lacity.org)
Associate Zoning Administrator Christina Toy Lee (christina.toy-lee@lacity.org)

[1] Los Angeles Vision Zero interactive map: https://ladotlivablestreets.org/programs/vision-zero/maps

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Council District 13 Councilmember Hugo Soto-Martinez (councilmember.soto-martinez@lacity.org)
Council District 13 Planning Director Emma Howard (emma.howard@lacity.org)
Council District 13 Hollywood Field Deputy Anais Gonzalez (anais.gonzalez@lacity.org)

January 29, 2023

To the Central Area Planning Commission (apccentral@lacity.org),

RE: Raising Cane's (6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place, Los Angeles CA 90028); DCP Case Nos. ZA-2021-4710-CU-ZV-SPR, ENV-2021-4711-MND, and Appeal ZA-2021-4710-CU-ZV-SPR-1A

We write to you today as an organization representing vulnerable road users and advocates for safer streets in Los Angeles and urge you to **grant the appeal ZA-2021-4710-CU-ZV-SPR-1A to the proposed Raising Cane's project at 6726-6740 West Sunset Boulevard, 1434-1456 North McCadden Place, Los Angeles CA 90028 ("Project") and to deny the Zoning Administrator's approval of the Project, granted September 30th, 2022.**

Drive-thru restaurants are dangerous and disrupting establishments in our city. They induce vehicle trips and create localized areas of increased traffic, with multiple conflict points between people walking or biking and drivers accessing the drive-thru. While these issues exist for any drive-thru, drive-thrus in dense urban areas exacerbate these problems. Additionally, idling cars spew exhaust fumes and increase pollution into surrounding neighborhoods.

The City of Los Angeles recognizes these problems, with the recently-adopted Southeast Los Angeles Community Plan Implementation Overlay specifically prohibiting drive-thrus in transit-oriented development subareas. More broadly, our existing zoning code prohibits drive-thru restaurants adjacent to residential areas, which is the condition that the Project is seeking a variance from.

The Project site is approximately a third of a mile (or a six-minute walk) from the Hollywood/Highland Metro B (Red) Line Station and lies on Sunset Boulevard, a Metro Tier 1 corridor (meaning the shortest headways are to be provided) where the number 2 bus operates, connecting Westwood to USC.

As a heavily-populated and dense area with excellent transit access, the neighborhood is not appropriate for drive-thrus, yet already has to deal with the safety issues of extremely popular drive-thrus at In-N-Out Burger on Sunset Blvd/Orange Dr, two blocks away and at Chick-fil-A directly across the street from the Project site. Added to those two extremely popular drive-thrus are three existing drive-thrus within a half-mile of the Project site. An approved new drive-thru on the southwest corner of Sunset Blvd/Highland Ave would mean that, if the Project were to be approved, there would be three consecutive drive-thrus, increasing and concentrating the danger to people walking and biking. As Raising Cane's is an extremely popular fast food restaurant with limited locations in Southern California, we can expect the Project, if approved, to draw high volumes of drivers much like the existing In-N-Out and Chick-fil-A.

The surrounding area already suffers from high incidences of traffic crashes as many of the streets surrounding the Project site are on the City of Los Angeles' Vision Zero High Injury Network which represents 6% of city streets that account for 70% of deaths and severe injuries[1]. This includes the entirety of Sunset Blvd in Hollywood, along which the Project site is located as well as nearby streets including Highland Ave from Franklin Ave to Santa Monica Blvd, Santa Monica Blvd from Sycamore Ave east past the US-101 Freeway, and La Brea Ave from Hawthorn Ave to Fountain Ave, and even a local street, Las Palmas Ave, are all included on the high injury network.

With proposed hours of operation for the Project lasting until 1 AM on Sunday through Thursday and 3:30 AM on Friday and Saturday, the Project would also be increasing vehicle conflicts with people walking and biking during the night-time, the most dangerous time for vulnerable road users in a neighborhood without bike lanes or accessible sidewalks.

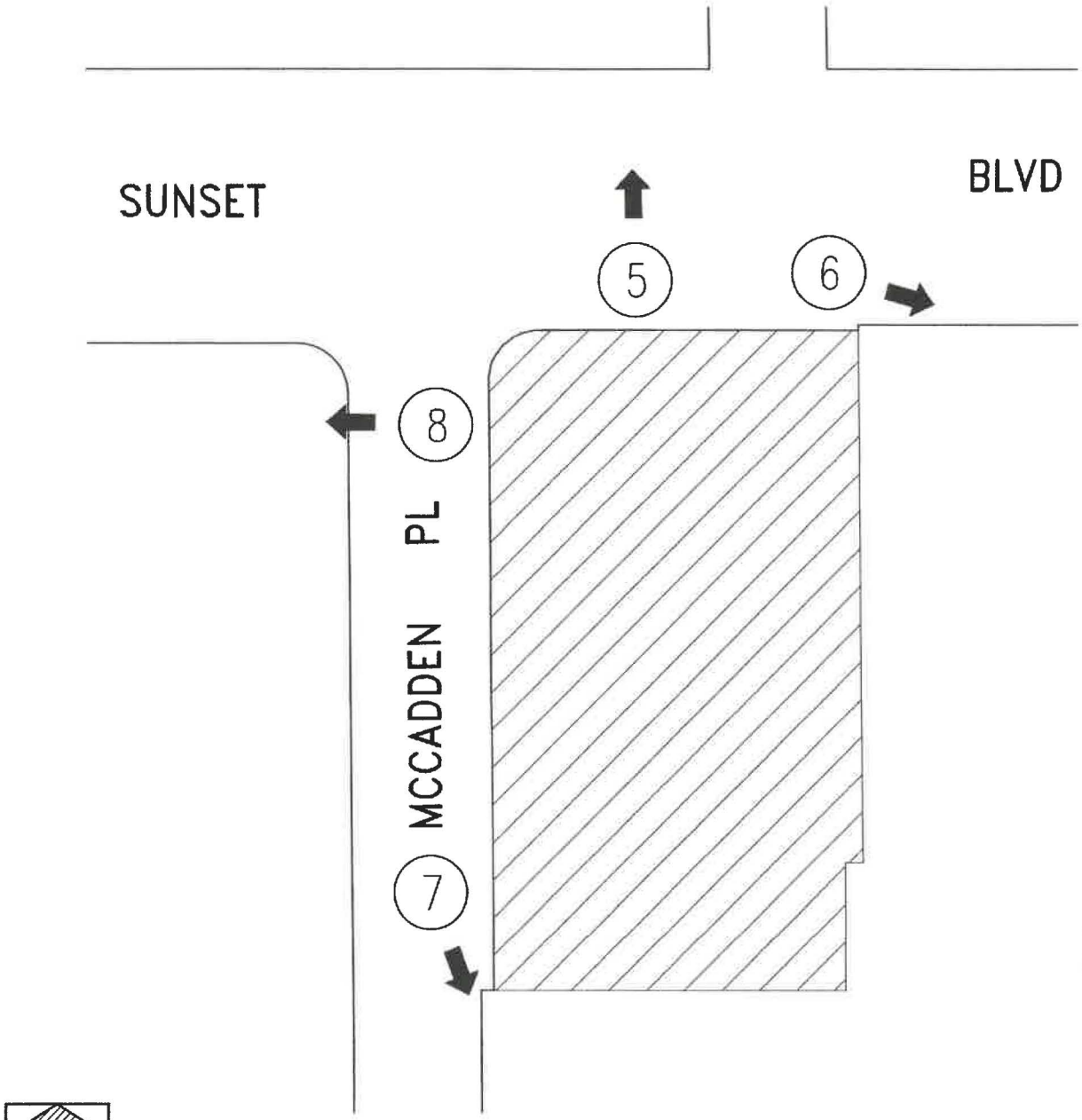
The mitigations included in the Letter of Determination are not sufficient to address this danger, and indeed, multiple, intensive off-site mitigations such as speed humps, traffic diverters, and other traffic calming and pedestrian safety devices would be needed to even attempt to mitigate the danger. Ultimately though, the use itself is the root problem, and is incongruous with the surrounding area. The Project should be denied and the operator should find another location to place a drive-thru.

Thank you,

Michael Schneider
CEO, Streets For All

cc: Project-Assigned City Planner More Song (more.song@lacity.org)
Associate Zoning Administrator Christina Toy Lee (christina.toy-lee@lacity.org)
Council District 13 Councilmember Hugo Soto-Martinez (councilmember.soto-martinez@lacity.org)
Council District 13 Planning Director Emma Howard (emma.howard@lacity.org)
Council District 13 Hollywood Field Deputy Anais Gonzalez (anais.gonzalez@lacity.org)

[1] Los Angeles Vision Zero interactive map: https://ladotlivablestreets.org/programs/vision-zero/maps



ZA-2021-4710

INDEX MAP

PHOTO EXHIBIT



1



2



3



4

PHOTO EXHIBIT 2



5



6



7



8

More Song <more.song@lacity.org>

Opposition to ZA-2021-4710-CU-SPR, ENV-2021-4711-CE 6726-6740 W Sunset Blvd

1 message

Trevor Reed <trevorreed283@gmail.com>
To: more.song@lacity.org
Cc: shannan.calland@lacity.org

Tue, Jul 19, 2022 at 1:16 PM

Dear More Song,

The proposed Raising Cane's at 6726-6740 W Sunset Blvd. will create significant congestion, safety, and access issues, deviate from SB 743's intent, and depart entirely from the Community's goals Plan, both existing and proposed.

Congestion and Safety:
The overall volumes entering McCadden due to co-locating the two **most popular** quick-serve restaurant brands nationally is guaranteed to worsen existing congestion and dangerous driving conditions (Exhibits 2-4). The queuing onto Sunset will likely resemble the lengths found on Orange (Exhibit 5) but with more significant adverse impacts due to it occurring on the much more heavily trafficked Sunset and Highland. Additionally, direct access to the site from Sunset via a new curb cut will lead to queues forming eastbound on Sunset Blvd. that block vehicles exiting McCadden, and queues in the left turn lane traveling westbound. The worst-case outcome is the blocking of eastbound traffic by westbound drivers trying to 'keep their spot in line.'

The new access point will create hazardous conditions for vehicles and pedestrians. Vehicles will have to decelerate from a fast arterial to make the turn traveling eastbound, risking rear endings and snarling traffic. Westbound traffic will face the same risks, plus head-on and T-bone collisions. Vehicles will exit Sunset Blvd. at high speeds, placing pedestrians and cars in the lot at extreme risk.

Drive-Thru Volume:
Raising Cane's should be required to attain a Conditional Use Permit to operate a drive-thru within 500 feet of an R zone, resulting in a net increase of 500 or more average trips under LAMC 16.05. While the City has determined it will not exceed this threshold according to its process, this conclusion deserves skepticism given Raising Cane's incredible success in the quick-serve market. According to Quick Serve Magazine, Raising Cane's achieves an AUV (average unit volume) of over **$5 million per year**, second only to Chick-fil-A. AUV is the total revenues divided by the total number of stores. Given the proposed store's location on Sunset Blvd. and proximity to Highland Ave., it is almost certain Raising Cane's will see higher returns. Assuming a high average meal price of $11.00 (combos range from $5.19 - $12.99) and $5 million AUV, this would equate to 1,245 meals served daily. Given the development proposal, it can be assumed that almost all these customers will arrive by vehicle. The Transportation Study Assessment's claim of only 526 daily trips, a reduction of 454 daily trips over the prior existing use (drugstore with a drive-thru – 980 daily trips), seems wildly optimistic. According to LADOT, the new use will reduce VMT compared to the prior use. But comparing a 3,448 SF restaurant to a 16,000 SF Drugstore and their VMT is unreasonable. Even using the likely underestimated number of Daily Trips, the intensity of vehicle usage on a square footage basis will dramatically increase from 1 trip for every 16 SF to 1 trip to 6 SF. The new use is more car intense, but since the impact is measured on absolute, not relative terms, it is exempted from CEQA review. The questionable VMT reduction achieved by the project is based upon the site being used less efficiently, not reducing VMT by shifting trip modes, the intent of SB 743.

Building Transparency:
Due to the project occurring on a Commercial Corner Development, the project must adhere to specific development standards (LAMC 12.22 A.23). The project proposes less than 50% transparency along street-facing walls, undermining how the project will engage with the neighborhood.

Proposed Site Use:

The proposed development goes against the proposed Hollywood Community Plan Update. As part of a Regional Center 2 subarea of the CPIO (Community Plan Implementation Overlay), the area should "seek to protect historical Hollywood through contextual incentives and design requirements, and **by focusing on the pedestrian experience.**" (pp 4-5, Proposed CPIO). Additionally, under the proposal, RC2, the property would include "Incentives up to 3:1 FAR, 100 percent residential density increase, and no required residential parking." Finally, due to the location's proximity to high-frequency transit (a 7-minute walk to the Red Line – Exhibit 1), the property is eligible for a range of housing development incentives.

Furthermore, the proposal does not adhere to the current Community Plan from 1988, Objectives 2 and 3:

> 2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and densities required to accommodate population and activities projected to the year 2010.
>
> 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

The current proposal has a FAR of only 0.08 or *2.6%* of the maximum buildable capacity under the proposed update. Most of the site is committed to the drive-through (25 vehicle capacity) and surface parking for 35 vehicles. Given the site's capacity and proximity to transit, such auto-centric development does not align with the Community's desire to create housing and more walkable areas. Furthermore, compared to the prior use as a drugstore, the FAR is decreasing by nearly 80%. While this structure is currently not in use, it makes little sense that the site become less dense as the neighborhood continues to become dramatically denser and less auto-centric.

For these reasons, I do not think a drive-through entitlement should be granted, which requires a Conditional Use Permit given the site's location adjacent to residential use (LAMC 12.23 W.17).

The proposal does not capitalize on the site's potential under both existing and proposed Community Plans. The entitlements sought: drive-thru, drive-thru volume, and transparency, will create an environment hostile to pedestrians and delivery workers while increasing the risk of crashes and congestion due to the proximity to Chick-fil-A and Sunset. The proposal will degrade the area instead of catalyzing positive changes like we've seen throughout the corridor via housing and commercial developments.

Best,

Trevor Reed

Exhibit 1

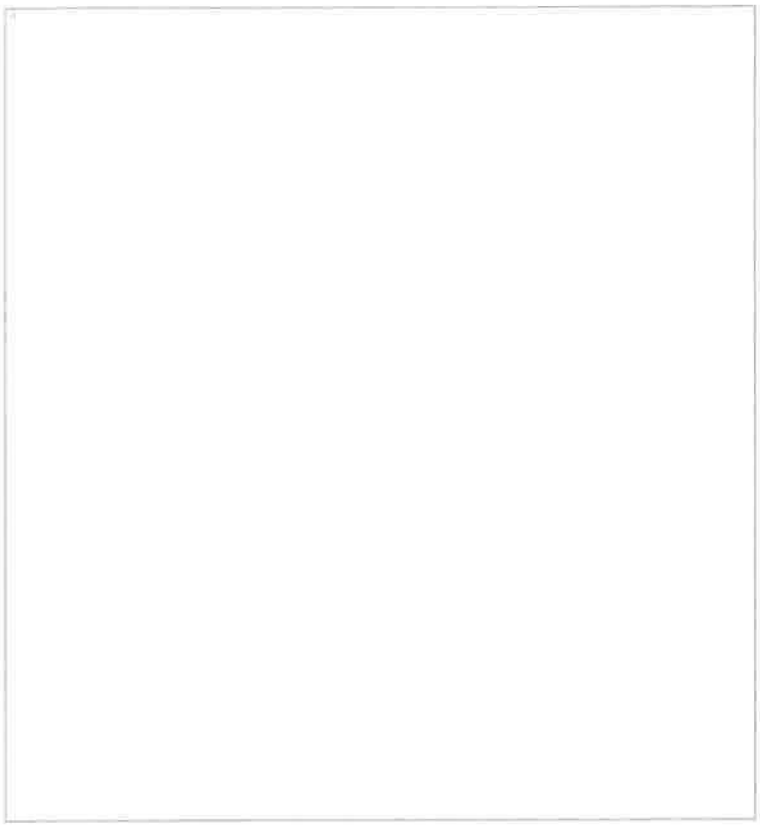
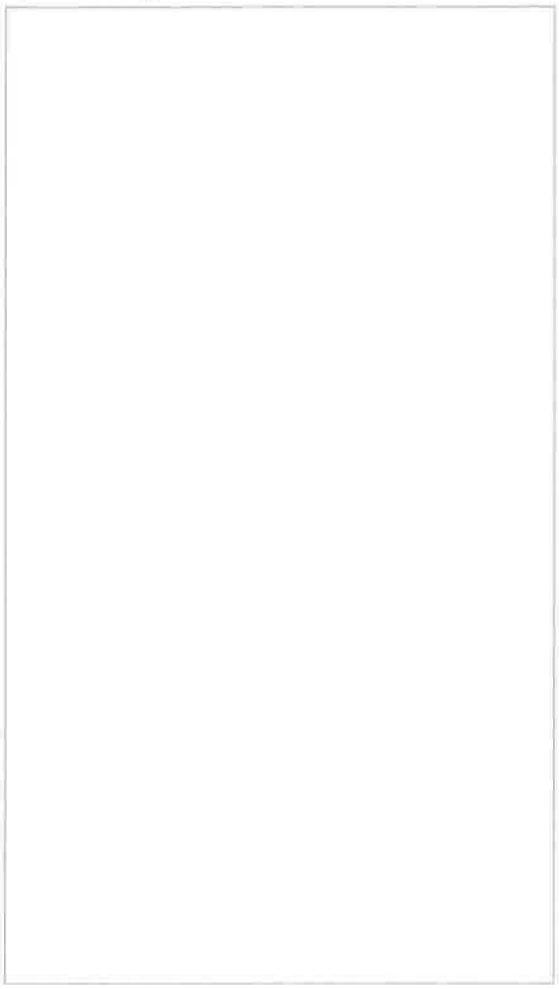
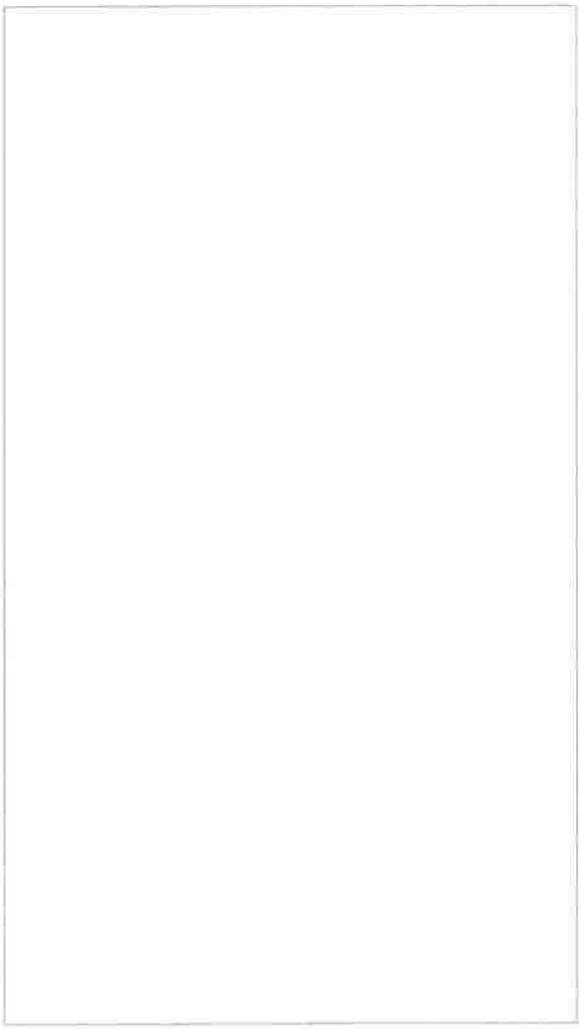


Exhibit 2



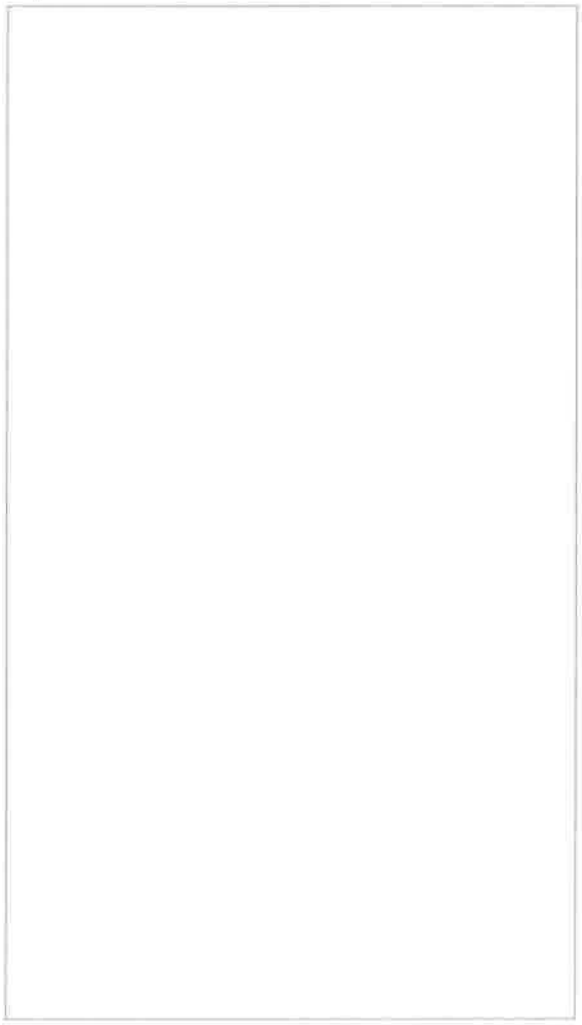
Highland Ave northbound looking east at intersection with Sunset Blvd. (5/14/2022, 10:00 PM)

Exhibit 3



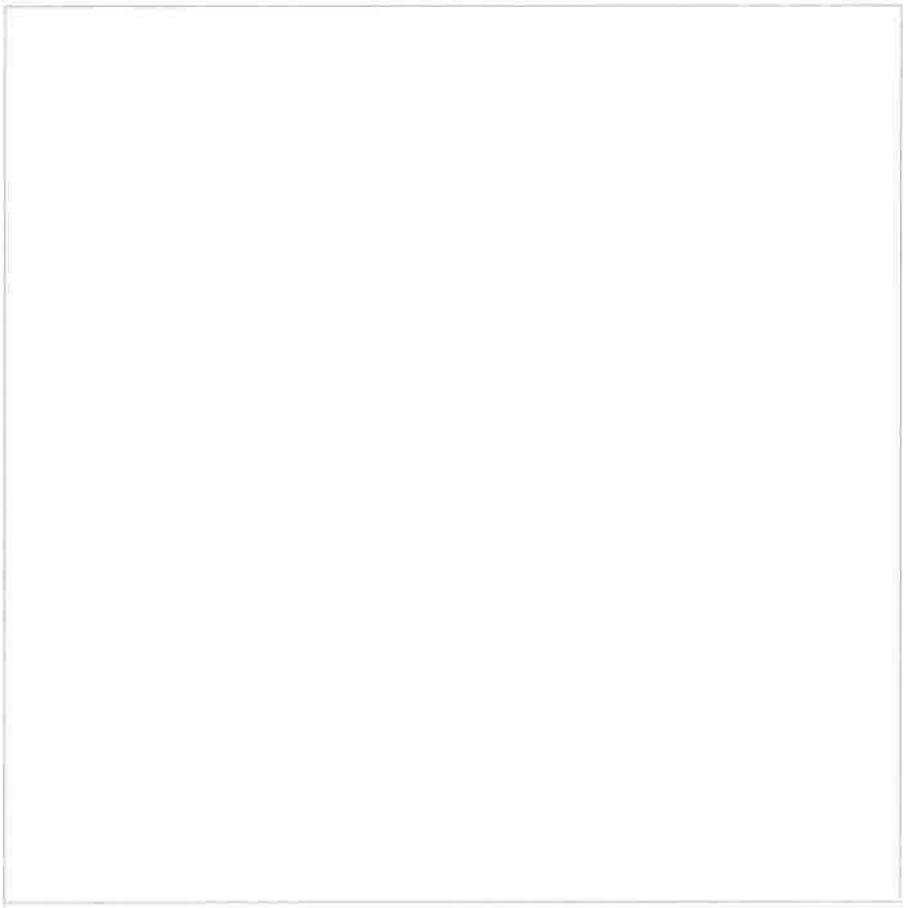
Sunset Blvd. traveling eastbound at intersection with McCadden Pl. (5/14/2022, 10:00 PM)

Exhibit 4



Intersection of Sunset Blvd. and McCadden Pl. (5/14/2022, 10:00 PM)

Exhibit 5



Orange Dr. looking north

More Song <more.song@lacity.org>

Opposition to ZA-2021-4710-CU-SPR, ENV-2021-4711-CE -- 6726-6740 W Sunset Blvd

Mehmet Berker <mehmetikberker@gmail.com> Mon, Apr 11, 2022 at 8:25 PM
To: more.song@lacity.org
Cc: shannan.calland@lacity.org

Hello More,

I am writing in opposition to the project located at 6726-6740 W Sunset Blvd, case numbers ZA-2021-4710-CU-SPR, ENV-2021-4711-CE, a proposed "Raising Cane's" restaurant.

I live one block down at 6712 Leland Way and our block already receives numerous negative externalities from the Chick-fil-A located across the same street (McCadden Pl) as this proposed fast-food, drive-thru oriented, restaurant. Besides increased vehicular volume, we also get people parking on our street to eat their food, then throwing their food on the street an unfortunate ever-present negative externality of drive-thru restaurants.

Beyond that though, having two drive-thru restaurants on the same street is completely in opposition to the goals of the Hollywood Community Plan Update. As part of the proposed RC2 (Regional Center 2) subarea of the CPIO (Community Plan Implementation Overlay), the proposed use falls far short.

Below is the description of the Regional Center subareas (pp4-5 from the Proposed CPIO):

> ***Regional Center Subareas (RC1A, RC1B, RC2, and RC3)***
>
> *Regional Center Subareas RC1A, RC1B, RC2, and RC3 seek to foster continued investment in central Hollywood, a focal point of regional commerce, identity, and activity. Hollywood's Regional Center has historic theaters, tourist attractions, the Walk of Fame, Metro stations, apartments, hotels, office buildings, and retail. The Community Plan Update continues to support these types of uses and seeks to direct and accommodate future development to this transit-rich area. These Subareas seek to protect historic Hollywood through contextual incentives and design requirements, and by focusings on the pedestrian experience.*
>
> .....
>
> ***RC2 Subarea***
>
> *The RC2 areas include Hollywood Boulevard between Gower Street and the 101 Freeway, and areas with lower development potential than RC1A and RC1B Subareas. Incentives include up to 3:1 FAR, 100 percent residential density increase, and no required residential parking.*

RC2 CPIO incentives will offer up to 1/115 density for mixed use projects as well as 3:1 FAR and Affordability percentages of 10% ELI, 14% VLI or 23% Low Income. They will also offer a 30% reduction in Non-Residential Parking and have no required residential parking.

This is all because the location is a 7-10 minute walk from the Hollywood/Highland Red (B) Line Metro station and is also one block from the Sunset/Highland Metro 2 bus stop, a Tier 1 line. In short, this proposed use as a drive-thru focused fast food restaurant, which will *also* be serving fried chicken, is not what is best for our community and for our city. We are in a housing crisis, and rather than develop a transit-oriented mixed-use structure, the applicant intends to double-down on vehicle-oriented development, harmful to the pedestrian space and something which incentivizes more VMT and more auto trips when we should be reducing VMT.

Even going by the current Community Plan from 1988 in effect, the objectives of housing production are front and center in Objectives 2 and 3:

> *2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.*
>
> *3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*

Of the actions requested, the deviations from the Commercial Corridor development standards should not be granted, the lack of window transparency especially will create a less hospitable streetscape on Sunset and McCadden than overwise called for. This is a negative development for the neighborhood.

Lastly the change of use to a drive-thru should not be granted due to the forcasted increase in daily vehicle trips onto a residential street which has, and whose adjoining streets have, non-accessible sidewalks and otherwise poor pedestrian infrastructure resulting in many people walking in the roadway.

In closing, this project is a gross misuse of C4 zone as currently described, and a huge missed opportunity for transit-oreinted development a seven-minute walk from the Hollywood/Highland Red (B) Line. The project would also be directly opposed to our climate goals in incresing vehicle trips and VMT over other uses. Lastly, the use of the site as a drive-thru restaurant and the design choices would be inimical to the current Community Plan as well as the Update. The project should be opposed.

Thank you,

Mehmet Berker and Madeline Brozen
6712 Leland Way

--
Mehmet Berker

mehmetikberker@gmail.com
mehmetberker.com
c.651.470.8605

CENTRAL HOLLYWOOD NEIGHBORHOOD COUNCIL

6501 Fountain Avenue, Los Angeles 90028
February 28, 2022

Los Angeles City, Planning Department
Office of Zoning Administration
200 N. Spring Street
Los Angeles, CA 90012

Address: 6726-6734 W Sunset Blvd., Los Angeles, CA 90028
Case Number: ZA-2021-4710-CU-ZV-SPR

Dear Zoning Administrator,

The Central Hollywood Neighborhood Council voted at its meeting on Monday, February 28, 2022, in support of the following project.

Project Name: Raising Canes
Contact: Sherrie Olson (909) 519-1816; Robert Vann, Raising Canes (817) 219-8266

Elvina Beck, CHNC President

Alex Massachi, PLUM Chair