

Exhibit E

Dear Project Review Committee Members:

I am writing in support of Text Amendment No. P25-00974, which provides much-needed relief to drive-through facility operators who must relocate their businesses after being subject to eminent domain. This relief is required due to the lack of developable properties within Bus Rapid Transit (BRT) corridors. As a result, the City's Project Review Committees should recommend approval of the Text Amendment to the Planning Commission and City Council.

Although I support the Text Amendment, this process provides the City with an opportunity to revisit its current restriction of drive-throughs within 100 feet of existing or planned BRT stations (Specific Limitation No. 15). My understanding is that the City originally adopted this restriction due to traffic safety and emissions concerns for those waiting at BRT stations.

Neither of these justifications are compelling. First, to the extent the City's concern relates to exposure to emissions, BRT stations are all located along high-traffic corridors such as Blackstone Avenue and Cesar Chavez Boulevard. The traffic going through a drive-through represents a small fraction of the traffic using these thoroughfares. And to the extent the concern is pedestrian safety, cars move through drive-throughs at a slow rate of speed, minimizing the possibility of unsafe conditions. In any event, pedestrian/vehicle interface can be completely resolved through a requirement that businesses install a three-foot tall wall or buffer between the drive-through and the BRT station.

We note that there are numerous examples of drive-throughs adjacent to BRT stations throughout the City, as demonstrated in the attachments to this letter. Whether those BRT stations were approved recently, or prior to the adoption of the limitation, is beside the point, as they demonstrate that such configurations are feasible in practice, and can be designed in a manner to prevent negative impacts to BRT users.

As a result, the City should use this opportunity to remove Specific Limitation No. 15 altogether, on the condition that property owners should establish a three-foot buffer between the BRT station and the drive-through.

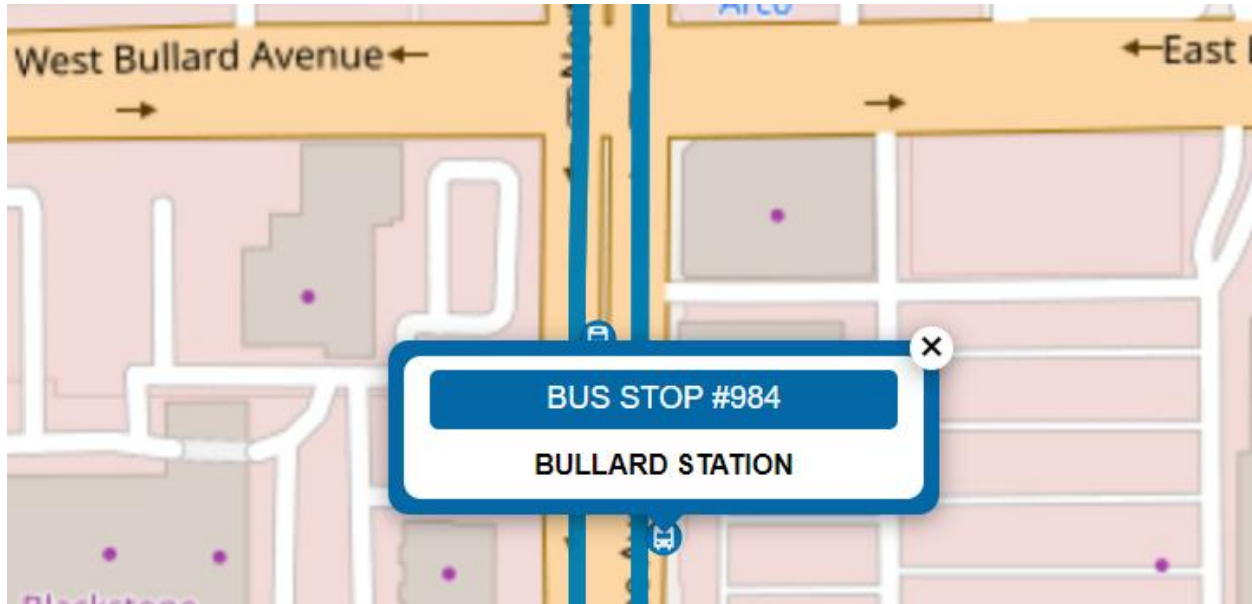
Thank you for your attention to these important issues.

Sincerely,

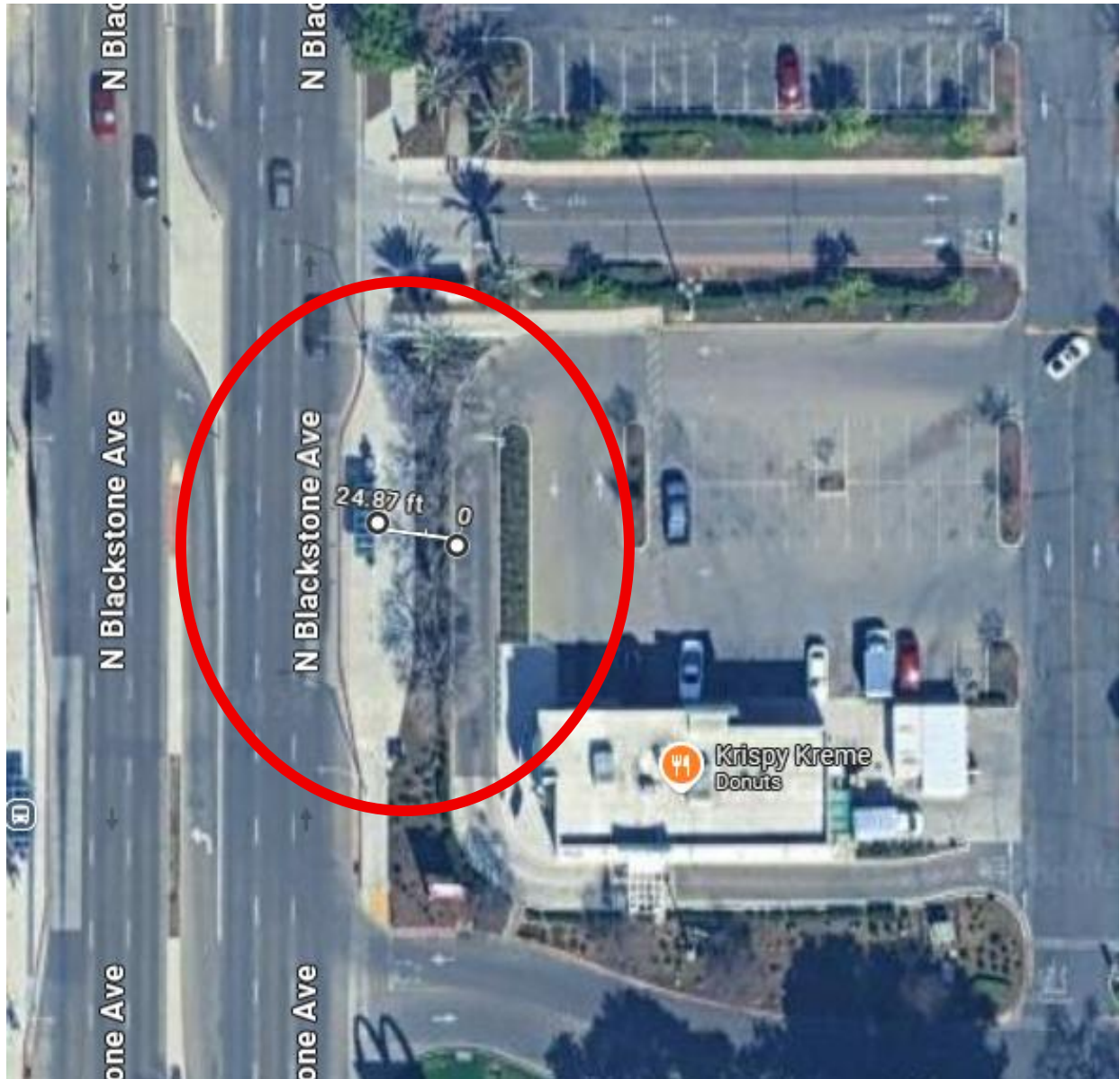
Darius Assemi

Granville Homes, CEO

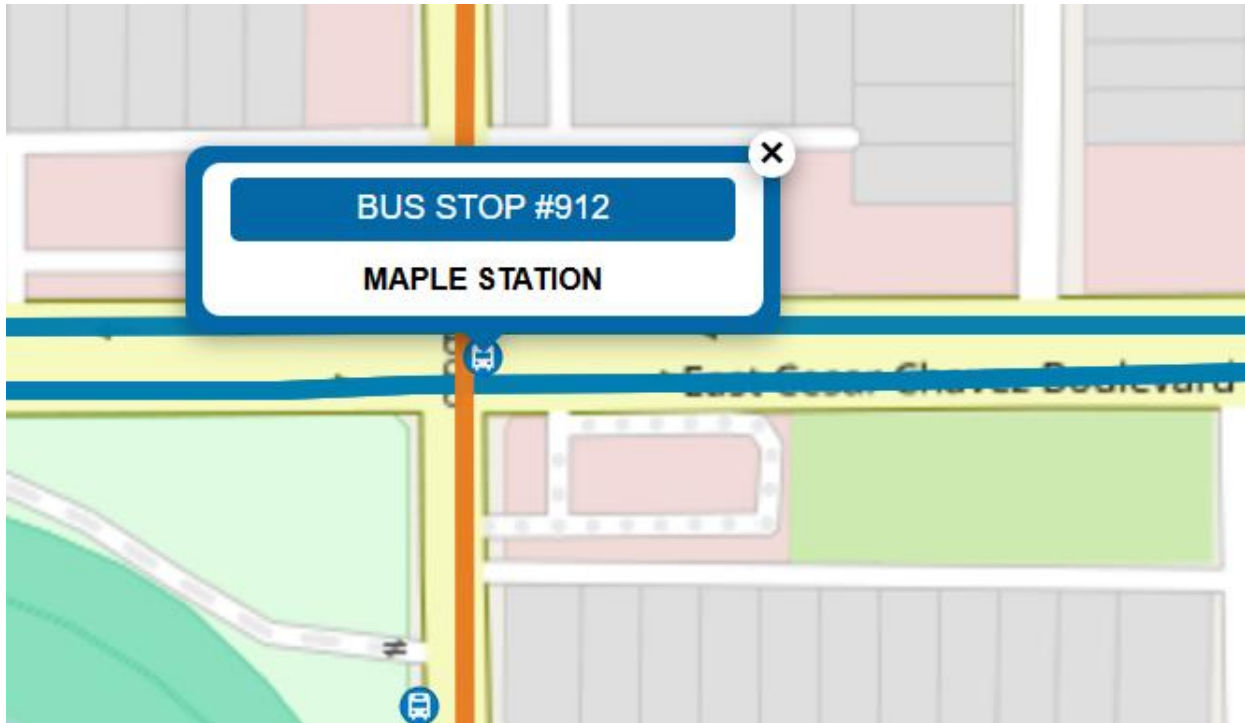
Example 1: Bullard BRT Station at Krispy Kreme



Example 1: Bullard BRT Station at Krispy Kreme (Cont'd)



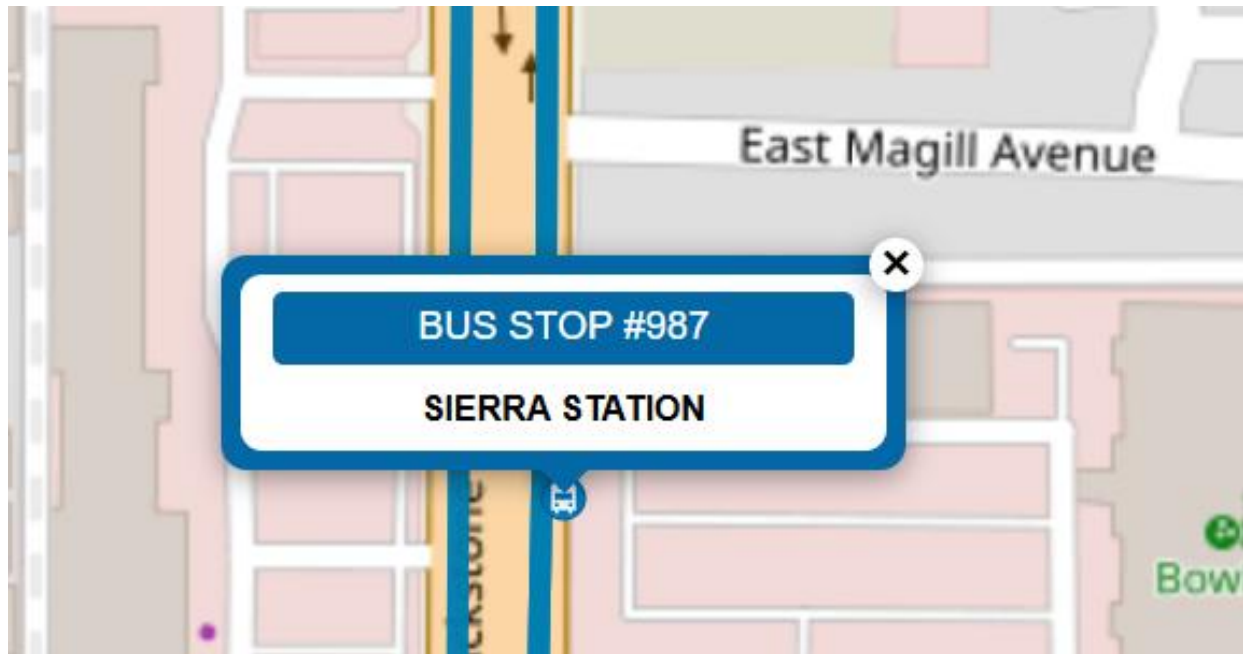
Example 2: Maple BRT Station at Burger King



Example 2: Maple BRT Station at Burger King (Cont'd)



Example 3: Sierra BRT Station at Arby's



Example 3: Sierra BRT Station at Arby's (Cont'd)



Example 4: El Paso Station at Raising Cane's



Example 4: El Paso Station at Raising Cane's (Cont'd)

