

Title J PDR

Proposed language

- To change *Production* to *Production Distribution and Repair*
- Auto repair would need a special exception

I disagree with changing the category from Production to PDR because the term Repair is undefined. Auto repair shops needing a special exception doesn't go far enough. ALL productions that negatively contribute to the environment should be a special exception. Any Repair shop's impact on the environment should be assessed and properly vetted through the community.

For all industrial areas, the buffer should be strengthened as proposed and enforced. The more industrial the area and the closer the industrial area is to a residential area, the more enforcement of zoning regs.

What kind of teeth will violations have so that the surrounding communities do not have to revisit the same issue time and time again? There should be a process by which the community can file against a chronic violator of the new (or old) zoning regulations. If there is such a process, information should be disseminated through the ANCs. Industrial areas do not have the option of boycotting the business as if it were a retailer. The local/state governments should take the complaints of residents seriously and help businesses in industrial areas become better neighbors. ALL industrial area businesses should be a special exception so that a community will not have to deal with a business by happenstance.

Title Z Attaching to a proposed development

Rewriting the process to attach to a development should include a timeline when a person should send in their reason to attach. The public is not in control of the timeliness to attach. My experience included all letters I received to attach to a development says that all paperwork to attach has to be in two weeks BEFORE the hearing. How long before the two weeks BEFORE should residents receive the notice to attach? Is the letter really a notice to attach or a notice about the development? The public should NOT be punished at the hearing for the process the Zoning puts in place. My experience with attaching to a development has been I had no choice but to oppose the development without having seen any drawings. My opposition was met with hostility by the BZA and the ANC. How else was I supposed to see the drawings or contact with the ANC or be heard at the BZA hearing? In all the situations, I had no control. BZA needs to develop a better plan to attach to a development.

Title C Parking

Every neighborhood is different. In my ANC single member district, there is the Takoma metro station which has not only the metro, but also bus service by Metro and Ride-On (Montgomery County) service. The Lamond neighborhood which is also in my SMD, has two bus routes. One bus route, that comes into the neighborhood runs only at rush hour, five days a week. The other bus route runs about once an hour on Eastern Avenue. Public transportation is ineffective in my SMD. We have lobbied for a charrette with the Ward 4 Planner at OP without success. Having a car is a necessity to access regular transportation. Parking is a premium in the community.

Increasing the area for commercial parking on residential streets is NOT the answer for helping business profitability and definitely not helping voters who live near the commercial areas. Again, neighborhoods affected by industrial and/or commercial areas should not be subjected to increased parking for businesses while being penalized for having and driving a car. Let the business be vetted by the affected community by variance and not just a blanket intrusion on the neighborhood.