GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 - 14TH STREET, N.W.
6TH FLOOR
WASHINGTON, D.C. 20009

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REPLY TO:
DISTRICT DIVISION OF TRANSPORTATION

RECEIVED
D.C. OFFICE OF ZONING
2001 MAR 19 PM 4:50

Memorandum

TO: Jerrily R. Kress, FAIA
Director
Zoning Office

FROM: Kenneth Laden
Associate Director for Planning

DATE: MAR 19 2001

SUBJECT: BZA Application No. 16648 – Proposed Redevelopment and enlargement of an existing Gasoline Service Station and an addition of a car wash and an upscale foodmart/convenience store at 300-332 H Street, N.E.

This supplemental memorandum is in response to the revised plan which removes the proposed carwash and the development of the BP Amoco owned vacant lots east of the existing station.

The Department of Public Works (DPW) has reviewed the revised site plan and the accompanying descriptions of the applicant's development proposal as described in the letter dated March 1 from the Applicant's Attorney. This Department notes the following changes in the development proposal, as compared to the earlier submission.

1) Elimination of the car wash.

2) Reconfiguration of the gasoline pump islands and parking layout.

3) Modification of the station entrances, and provision for access via the adjacent north-south alleyway within Square 776 (which will no longer be closed per the initial proposal).

The Deparment has also reviewed a supplementary memorandum dated March 15, 2001 prepared by the Applicant's transportation consultant. DPW concludes that the level of traffic is less than that generated under the previous proposal, and will not have a significant impact on the operation of the adjacent intersections of H Street at Third and Fourth Streets, N.E.

BZA
Case No. 16648
Exhibit No. 115

Board of Zoning Adjustment
District of Columbia
CASE NO.16648
EXHIBIT NO.115

The Department concludes that from a transportation standpoint, our original report to Jerry R. Kress of the Zoning Office stands(Copy attached). The proposed improvements will not have an adverse traffic impact on the adjacent street system and the local area. Accordingly, DPW has no objection to the applicant's proposal.

REPLY TO:
OFFICE OF INTERMODAL PLANNING

Memorandum

DIS
'00 DEC 14 P2:18

TO: Jerrily R. Kress, FAIA
Director
Zoning Office

FROM: Kenneth Laden
Administrator

DATE: DEC - 8 2000

SUBJECT: BZA Application No. 16648 - Proposed Redevelopment and enlargement of an existing Gasoline Service Station and an addition of a car wash and an upscale foodmart/convenience store 300-332 H Street, N.E.

The Department of Public Works (DPW) has reviewed the application and other material accompanying your memorandum of September 29, 2000. This report addresses the transportation elements of the proposal.

The applicant, BP-AMOCO Corporation's plan calls for the existing gas station to be expand and upgraded, to include the following elements:

- Demolition of the existing one story brick building and elimination of the automobile repair and storage/offices currently on the site.

- Development of a gas station to consists of eight pump islands with sixteen multiple-product dispensers, a convenience market and a car wash.

The site is located on the north side of H street between Third and Fourth Streets N.E. H Street in the area is a principal arterial street with an average daily traffic volume (ADT) of 25,000 vehicles in the vicinity of the site. This facility is a major commuter route during the rush hour periods. Third Street is a local street and Fourth Street is a collector street.

BZA
Case No. 16648
Exhibit No. 71

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We have reviewed the applicant's traffic report with regard to trip generation rates used for this study. The trip rates are comparable with the Council of Government (COG) trip generation study for gasoline stations in the District of Columbia. According to the applicant, traffic to and from the site is anticipated to increase to 100 vehicles during the A.M and P.M. peak hours. This level of additional traffic will not have a significant impact on the operation of the intersections H Street at Third and Fourth Streets. It should be noted the convenience store and the car wash are not primary generators of traffic. They are accessory support services to the station. We further note that there will be ample room for queuing cars in the station property to prevent overflow onto the pubic space.

Access and circulation pattern will essentially remain the same. The existing curb cuts or driveways along Third Street an H Street would be maintained, but they would be widened to facilitate site access. The project would add one driveway off Fourth Street. The Department supports the existing and proposed circulation.

From a transportation standpoint, the proposed improvements will not have adverse traffic impact on the adjacent street system in the area. Accordingly, DPW has no objection to the proposal.